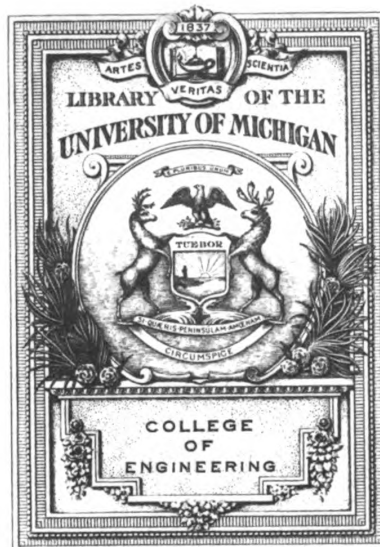


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THE GIFT OF
Rear Adm. C. H. Cotter

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PACIFIC DUTY





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*The editor wishes to thank the following yeomen
for their invaluable assistance and wholehearted
cooperation:*

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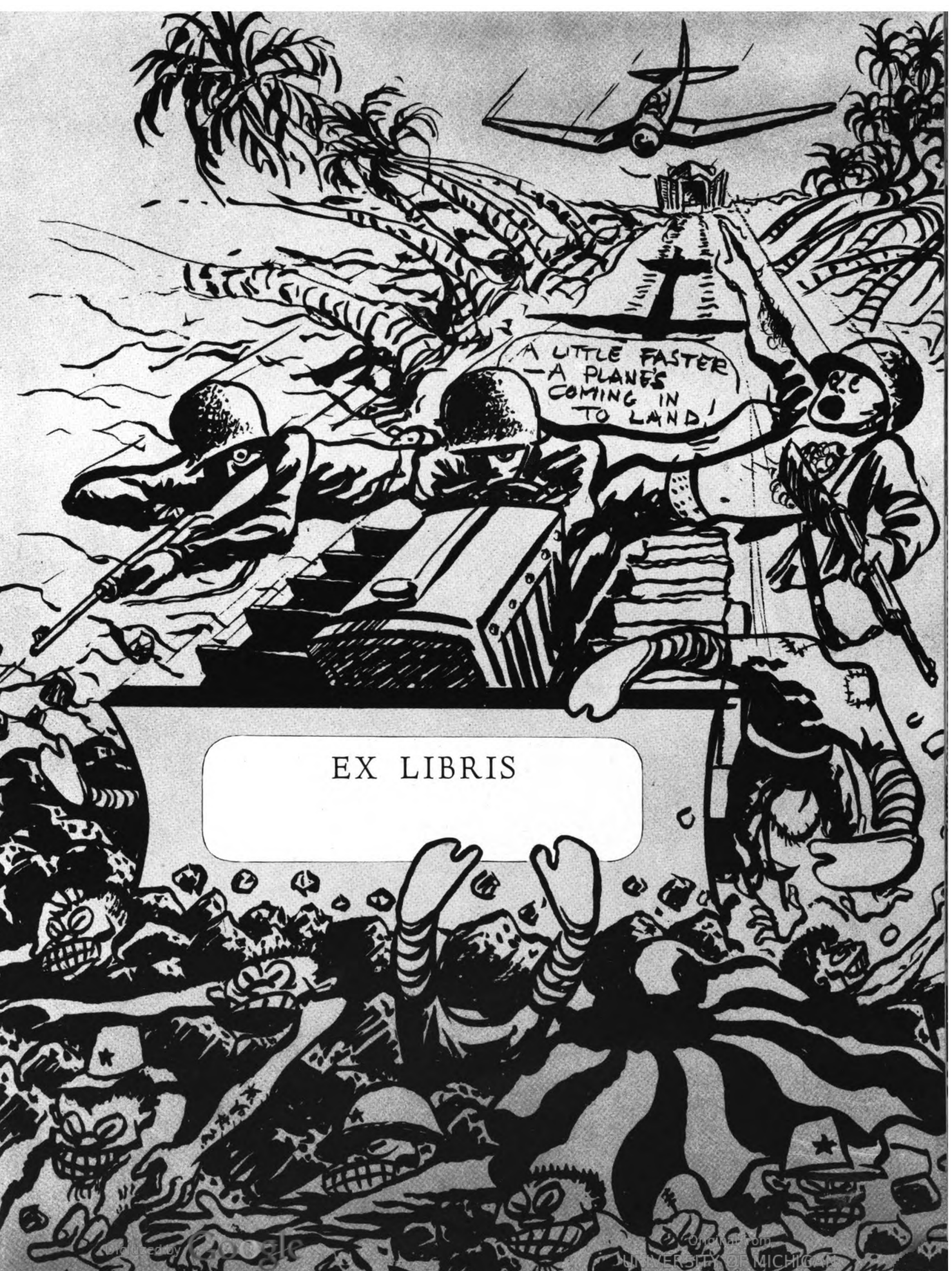
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Prepared by
LESTER C. NIELSON COMPANY
Huntington Park, California
1946



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U.S. 93rd Naval Construction Battalion

PACIFIC DUTY

A BOOK OF RECORD AND REVIEW OF
THE ACTIVITIES AND ACHIEVEMENTS OF THE
NINETY - THIRD
UNITED STATES NAVAL
CONSTRUCTION BATTALION



THE SEABEES

FOR SOME MONTHS before the Japanese attacked Pearl Harbor, we had been strengthening our insular outposts in the Pacific by construction of various fortifications. When these islands were attacked by the Japanese, the construction was only partially completed and the civilians who were employed there by various construction companies were subjected to attack along with our garrisons of Marines.

In that situation the civilians were powerless to aid the military forces present because they lacked the weapons and knowledge of how to use them. Furthermore, they lacked what little protection a military uniform might have given them. As a consequence, the Navy Department decided to establish and organize Naval Construction Battalions whose members would be not only skilled construction workers but trained fighters as well.

On 28 December, 1941, authorization was obtained for the first contingent of "Seabees" and a recruiting campaign was begun. The response was immediate and experienced men representing about sixty trades were enlisted in the Navy and given ratings approximate to the degree and type of their civilian training.

After being enlisted, these men were sent to training centers where they were given an intensive course in military training, toughened physically, and in general

educated in the ways of service. Particular attention was paid to their possible employment in amphibious operations. Following their initial training, the Seabees were formed into battalions, so organized that each could operate as a self-sustained unit and undertake any kind of base-building assignment. They were sent to advance base depots for outfitting and for additional training before being sent overseas.

The accomplishments of the Seabees were one of the outstanding features of the war. In the Pacific where the distances are great and the expeditious construction of bases was frequently of vital importance, the construction accomplished by the Seabees was of invaluable assistance. Furthermore, the Seabees participated in practically every amphibious operation undertaken, landing with the first wave of assault troops to bring equipment ashore and set up temporary bases of operation.

In the Solomon Islands campaign, the Seabees demonstrated their ability to outbuild the Japs and to repair airfields and build new bases, regardless of conditions of weather. Other specialized services performed by the Seabees included the handling of pontoon gear, the repair of motor vehicles, loading and unloading of cargo vessels, and in fact every kind of construction job that had to be done.

NAVY PUBLICATION

FOREWORD

ON THE FOLLOWING PAGES a sincere effort is made to portray the complete picture of events as they were experienced by the officers and men of the Ninety-Third United States Naval Construction Battalion in World War II. An attempt is made to take the reader on an imaginary trip across the Pacific and have him experience the trials and tribulations of the men in war time.

Much of war has been dramatized and glamourized by our press and radio. Enlistment programs, bond drives and morale boosting to make people war conscious, demands that it be done. It is inescapable to promote the war effort. But with the war's end, the ugly truth seeps out. And with the truth comes the firm conviction that the false glamour of war must be put aside while all peoples unite to achieve and to preserve a just and lasting peace.

The men of the Ninety-Third and the battalion itself were no different from other men and organizations. One thousand men were gathered from all walks of life in these United States. They were organized into one compact unit which was named the Ninety-Third United States Naval Construction Battalion. Various jobs were assigned to the group as might be given a civilian crew of construction men, the only difference being that the Ninety-Third was to work under fire and away from home and loved ones. A civilian crew organized and trained under similar circumstances and assigned to war jobs at home would be equally as important to the war effort.

With this thought in mind, we of the Ninety-Third want it known that our contribution to the war effort was far from being pleasant. True, in the execution of our assignments we were treated to sights of the world that most of us never would have seen. For this opportunity, a civilian might say, "I wish I'd had the chance to travel as the men of the Ninety-Third did." Travel has a universal appeal but it implies comfort and luxury. It is quite different to be aboard a stinking transport with poor food, no fresh water for bathing and in times of enemy attack to be quartered below deck wondering what is happening above. And then when the ship docks, if landing facilities are unavailable, the only way to get ashore is over the side and invasion bound.

No brass bands with stirring music, nor fair maidens with open arms await you on the shore. In their

place is a dense jungle filled with the enemy and creatures like him—snakes, insects, rodents, mosquitoes and flies bearing deadly disease germs. Once ashore, the "tourist" does not comfortably ensconce himself in a pleasant atmosphere. There may be the enemy to fight. If not, there is work to do, remember? There's a big job to be done . . . no vacation to enjoy. Airstrips must be built and built NOW for our planes need new roosts. Where must these airstrips be built? See that swamp over there . . . or the jungle, tangled and matted with undergrowth . . . or that hard coral that must be stripped off for a depth of two or three feet? Some job, eh? Well, you volunteered for the job and you were told that it would be no vacation trip. And how about the pay? With a twenty per cent bonus for being overseas, will fifty-four to one hundred and fourteen dollars a month interest you? It'll have to, for you're working for Uncle Sam now and the hours are long.

And so it goes . . . day after day—month after month, until one year passes and then another. Everyone becomes grumpy and irritable. Harsh words are not uncommon and only disciplinary habit prevents open outbreaks. War is hell and this holds true for everything connected with it.

Just when some men are beginning to take things in stride, they are suddenly attacked from an unforeseen direction . . . all is not well at home. Perhaps someone in the family is ill. Or maybe the wife has developed other ideas. This is not uncommon! What to do about it? Try your damndest, there's nothing you can do.

This book contains a concise, factual history of the Ninety-Third Battalion. There is only one reason in bringing out these facts. The purpose of this book would be defeated if ten or fifteen years from now, some small boy, perhaps your own, should scan its pages and excitedly say, "Gee, daddy, I'll bet you had a lot of fun when you were overseas. I wish that I could have been with you and done the things that you did."

If everyone who reads this book will bear in mind that pictures can portray mud but not accurately record its depth, then and only then will he fully appreciate its contents. In that way, the reader may gain an understanding of what the men of the Ninety-Third experienced. If all peoples would refrain from thinking in terms of glory and from dramatizing normal acts, war would not again blight the world.

EDITOR

"I have followed with personal interest and admiration your record of achievements at home and on all our fighting fronts, since the time of your inception two years ago.

"Your war effort is outstanding because you accomplish three great purposes which enable our fighting forces to carry on the offensive. You build, you fight and you repair. You are prepared to repeat the operation whenever necessary you go forward together.

"I congratulate you and wish you good luck and God speed."

FRANKLIN DELANO ROOSEVELT
(*President's message on Seabee's Second Anniversary*)
27 Dec. 1944

"The Seabees have carried the war in the Pacific on their backs."

JAMES V. FORRESTAL
Secretary of Navy
(*Statement of Secretary Forrestal made at Samar, Philippine Islands*)
27 Feb. 1945

"On 5 May, 1943, I received my orders to form the Ninety-Third United States Naval Construction Battalion at Camp Peary, Virginia. On 1 June, 1945, I was relieved of this command by Lieutenant Commander Norton Stone.

"During this period the battalion was formed, trained and engaged in two successful major invasions in the South and Southwest Pacific areas. The Ninety-Third Battalion constructed many major naval structures and tactical airports with such facility and dispatch that it brought upon itself the praise of high military officials.

"In the annals of American military history, it is not given to many men to form a new organization, much less a unique and relatively untried Naval organization. Few are privileged to instrument that organization with its earliest traditions. For that privilege, I offer my humble appreciation.

"The unfailing good humor, wholehearted cooperation and urgent desire to complete assignments under most trying conditions by both officers and men alike, has made this honor singularly pleasing and satisfying.

"To those men of this battalion who gave their lives in support of their country, I give my salute.

"To those officers and men, depicted herein, whose unselfish devotion to duty made this organization outstanding in its sphere, I wish to extend that traditional superlative of Naval commendation
'WELL DONE.' "

HAROLD F. LYNN
Commander (CEC) USNR



ADMINISTRATION



COMMANDER HAROLD FREDERICK LYNN
CIVIL ENGINEER CORPS, USNR

Officer in Charge, 93rd Naval Construction Battalion, 5 May 1943 . . . 1 June 1945
Officer in Charge, 34th Naval Construction Regiment, 2 June 1945



LIEUTENANT COMMANDER NORTON STONE
CIVIL ENGINEER CORPS, USNR

Executive Officer, 93rd Naval Construction Battalion, 5 May 1943 . . . 1 June 1945
Officer in Charge, 93rd Naval Construction Battalion, 2 June 1945



Lieutenant William Lockhart BALL, Jr.
Chaplain Corps, USNR • Battalion
Chaplain and Welfare Officer •
Staff Officer



Lieutenant Samuel Fauss CASE
Civil Engineer Corps, USNR •
Personnel Officer • Communications
Officer • Commander, Company "B"



Lieutenant Clarence W. LINDGREN
Civil Engineer Corps, USNR •
Construction Superintendent •
Commander, Company "D"



Lieutenant Henry Samuel MANDEL
Dental Corps, USNR • Dental Officer
• Staff Officer



Lieutenant Marvin MEISTER
Dental Corps, USNR • Dental Officer
• Staff Officer



Lieutenant Edwin Albert MUENCH
Civil Engineer Corps, USNR •
Public Works Officer •
Commander, Company "A"



Lieutenant Daniel Jerome O'CONNELL
Civil Engineer Corps, USNR •
Road Construction •
Commander, Company "D"



Lieutenant Stanley Cowell ORR
Civil Engineer Corps, USNR •
Personnel Officer • Transportation
Officer • Commander, Company "A"



Lieutenant Paul Ernest SANDOZ, Jr.
Civil Engineer Corps, USNR •
Engineering Officer • Commander,
Headquarters Company



Lieutenant Hubert SCHMIDT
Civil Engineer Corps, USNR •
Acting Executive Officer •
Commander, Headquarters Company



Lieutenant Israel SLUTZKY
Civil Engineer Corps, USNR •
Officer of the Day •
Commander, Company "C"



Lieutenant (jg) John Washburn BLUE
Civil Engineer Corps, USNR •
Transportation Officer •
Commander, Company "C"



Lieutenant (jg) Robert Monroe
HEIDENREICH
Civil Engineer Corps, USNR •
Road and Airport Construction •
Company Officer, Company "B"



Lieutenant (jg) Herbert George
HERRMANN, Jr.
Civil Engineer Corps, USNR •
Reports • Company Officer,
Headquarters Company



Lieutenant (jg) Mark Rosco HICKEY
Supply Corps, USNR • Disbursing
Officer • Staff Officer



Lieutenant (jg) Luther Sewell
HOWARD
Civil Engineer Corps, USNR •
Water Supply and Sanitation •
Company Officer, Company "A"



Lieutenant (jg) Scott Herbert LATHROP
Civil Engineer Corps, USNR •
Personnel Officer • Intelligence
Officer • Staff Officer



Lieutenant (jg) Francis Morton
MURPHY
Civil Engineer Corps, USNR •
Project Manager • Company Officer,
Company "A"



Lieutenant (jg) Russell Duncan WARREN
Civil Engineer Corps, USNR • Security
Officer • Commander Company "B."



Ensign Carlyle Gordon BLUMENTHAL
Civil Engineer Corps, USNR • Building
Construction • Company Officer, Co. "C."



Ensign Louis Lambert BOLDT
Civil Engineer Corps, USNR • Water
Supply and Sanitation • Company
Officer Company "D."



Ensign Donald Culler JENNINGS
Civil Engineer Corps, USNR • Building
Construction • Company Officer,
Company "A."



Ensign Warner Baker MCCARTHY
Supply Corps, USNR • Supply Officer,
Staff Officer.



Chief Carpenter Mancil Clifford ANDERSON
Civil Engineer Corps, USNR • Mechanical
Construction • Company Officer
Headquarters Company.



Chief Carpenter Harold George BENRITER
Civil Engineer Corps, USNR • Ship's Service
Officer-Camouflage Officer • Company
Officer, Company "C."



Chief Carpenter George Henry BRAY
Civil Engineer Corps, USNR • Main-
tenance • Company Officer, Co. "D."



Chief Carpenter Edgar Nixon BRITTLE
Civil Engineer Corps, USNR • Building
Construction • Company Officer Co. "C."



Chief Carpenter William Arthur
HOLLERS
Civil Engineer Corps, USNR •
Maintenance Officer •
Company Officer, Company "C."



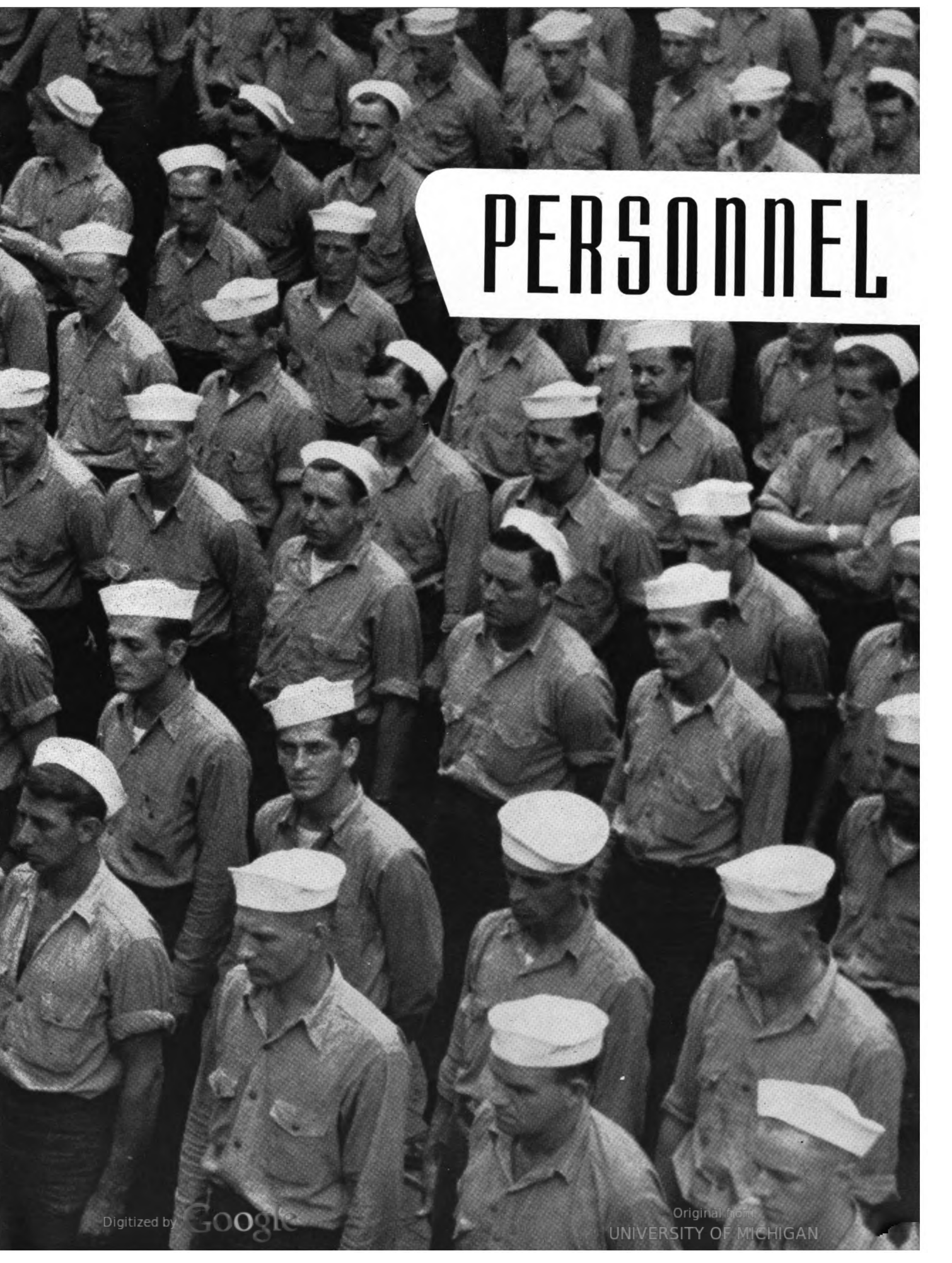
Chief Carpenter Henry Romeo
ROBERTI
Civil Engineer Corps, USNR •
Electrical Construction Officer •
Company Officer, Company "D."



Chief Carpenter Joe Horatio
WICKHAM
Civil Engineer Corps, USNR •
Building Construction •
Company Officer, Company "A."



Chief Carpenter William Patrick
LEDWITH
Civil Engineer Corps, USNR •
Building Construction •
Company Officer, Company "B."



PERSONNEL



HEADQUARTERS COMPANY, Platoon 1

(Left to Right ABOVE)

FIRST ROW: Walker, L. F.; Andraus, W. J.; Dennison, W. N.; Lehmann, C. C.; Peterson, D. E.; Purrier, G. R.

SECOND ROW: Morrissey, J. F.; Mangan, J. J.; Dean, T. V.; Lathrop, S. H. (Lt. (j.g.)).

HEADQUARTERS COMPANY, Platoon 2

(Left to Right BELOW)

FIRST ROW: Wallman, C.; Elbaum, I. M.; Loselle, D. J.; Pryor, H. W.; Mathews, R. H.; Zamzow, S.; Dextrateur, G. G.

SECOND ROW: Jensen, E.; Huerkamp, J. E.; Godfrey, H. H.; Skanberg, C. T.; Thoren, R. F.; Ronayne, J. T.; Mankowski, G. J.; Reid, T. P.





HEADQUARTERS COMPANY, Platoon 3

(Left to Right ABOVE)

FIRST ROW: Farber, H. A.; Gerhart, R. P.; Myers, G. L.; Stults, W. G.

SECOND ROW: Doolittle, D. J.; Sheinberg, M.; Holtan, H. O.; Hoyt, C.

HEADQUARTERS COMPANY, Platoon 4

(Left to Right BELOW)

FIRST ROW: Clancy, R. J.; Cherry, W. L.; Douglas, W. G.; Anderson, M. C. (C. W. O.); Hicks, R. L.; Bard, R. M.; Miller, R. H.; Ajack, V. A.

SECOND ROW: Peterson, E. G.; Lee, C. M.; Hartger, J.; Duggan, M. J.; Wetering, B. R.; Foster, W. R.; Enrico, F. A.; Withers, L. H.; Warford, M. B.

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HEADQUARTERS COMPANY, Platoon 5

(Left to Right ABOVE)

FIRST ROW: Worthington, J. L.; Beller, I.; Althaus, F. W.; Moss, A. B.; Cox, E. K.; Holler, B. F.; Ceglia, A. M.; Benner, W. A.; Presley, H. E.

SECOND ROW: Dobson, L. B.; O'Brien, J. J.; Brannon, A. J.; Hughen, C. E.; Seigfried, F. D.; Latondresse, N. A.; Henderson, W. P.; Dobson, M. C.; Holt, C. D.; Thompson, E. R.

THIRD ROW: Nehrbass, C. A.; King, H. C.; Lutz, D. W.; Babb, J. C.; Carter, T. A.; Jacobs, R. E.; Evans, R. E.; Cole, J. E.; Swartley, H. M.; Fishlinger, W.

FOURTH ROW: Duke, C. B.; Batz, W.; Sevey, D. W.; Jarosinski, J. W.; Lizauckas, A. L.; Sallustio, L.; McLafferty, D. L.; Marsh, V. P.; Richardson, C. W.; Blake, R. M.; Ayers, H. P.; Bozell, R. R.

HEADQUARTERS COMPANY, Platoon 6

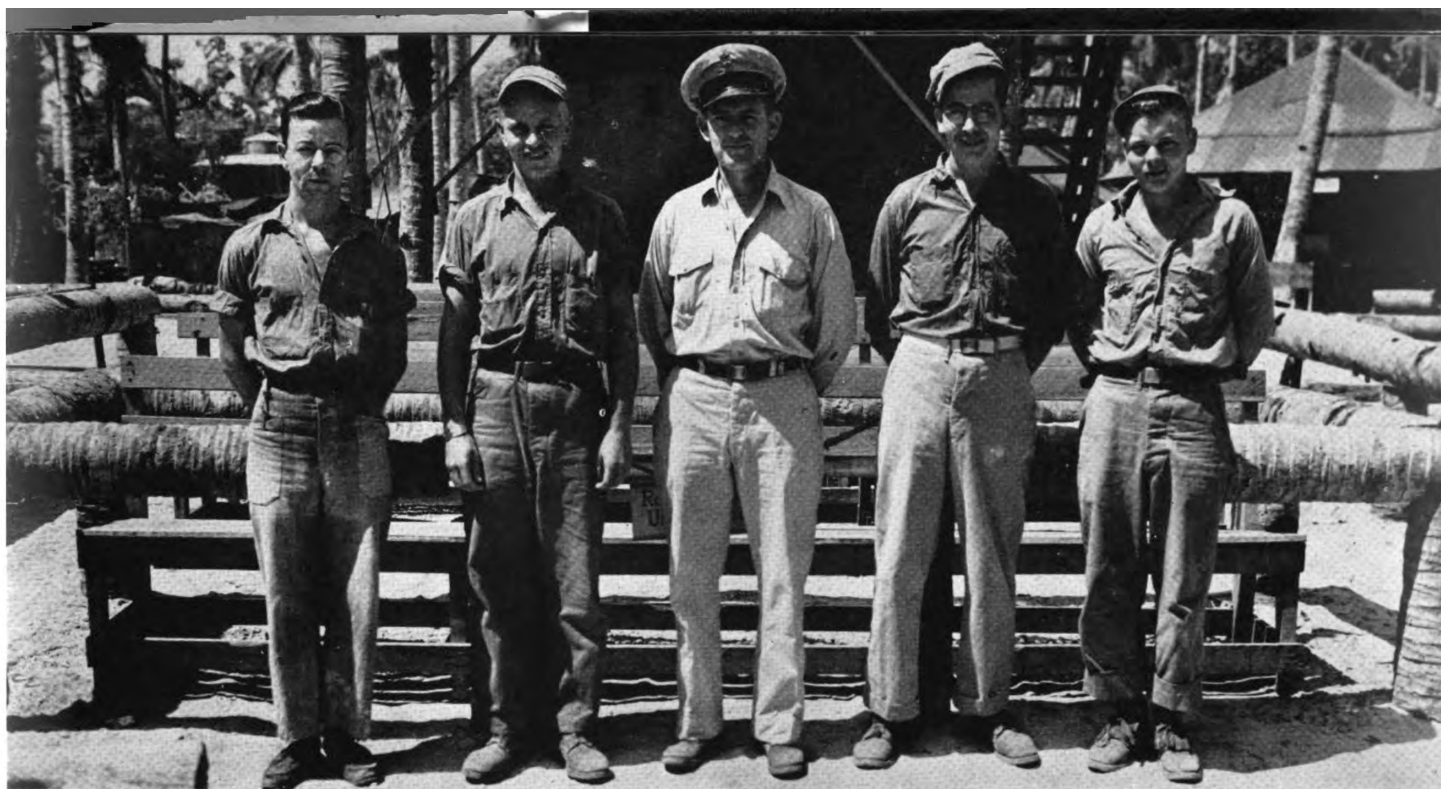
(Left to Right BELOW)

FIRST ROW: Perkins, R. C.; Martin, R. K.; Soule, W. A.; Valadez, J. V.; Belgard, T.; Cipriani, J. F.; Donatelli, A. C.; Elliott, J. N.; Trotter, L. C.

SECOND ROW: Barnas, A. J.; McMillan, G. E.; Edward, N.; Barr, D. H.; Kuhnle, R. W.; Firmignac, G. R.; Overstreet, R.; Grier, T. A.

THIRD ROW: Van Geem, E. L.; Chappell, J. M.; Dill, W. T.; Blappert, C. A.; Roberts, D. C.; Edwards, L. E.; Haines, C. L.; Staley, D. E.; Mitchell, D. R.; Braun, A. J.; McCollum, R. F.; De Weese, S. S.; Vincell, E. E.; Wahl, P.; O'Neil, J. A.; Demsey, M.; Strickland, H. F.; Curry, E. T.; Thomson, W. A.; Van Cura, R. G.; Olney, D. M.; Schmidt, W. F.





HEADQUARTERS COMPANY, Late Arrivals

(Left to Right ABOVE)

Van Zandt, C.; Shaffer, G. W.; Nisbet, M. A.; Reynolds, H. C.;
Wolles, R. D.

COMPANY A, Platoon 1

(Left to Right BELOW)

FIRST ROW: Tucker, M. M.; O'Brien, J. J.; Wall, R. M.; Johnson, C.
C.; Herron, L. K.; Saucier, A. J.

SECOND ROW: Peterson, W. G.; Kellerman, F. G.; Morgan, J. C.;
Erickson, C. V.; De Ryder, L. J.; Kolkay, W. C.; Hoffman, J. R.;
Twitty, H. O.; Kirkpatrick, R. F.

THIRD ROW: Carver, J. C.; Kelly, M. P.; Tucker, G. D.; Schankin,
R. F.; Boggus, G. W.; Curtis, R. T.; Schnoor, R. H.; Specht, W.;
Bing, B. E.; Collins, H. B.

FOURTH ROW: Dobeck, J. P.; Coad, J. D.; Hobbs, H. E.; Sheward,
W. F.; Saracino, R.

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COMPANY A, Platoon 2

(Left to Right ABOVE)

FIRST ROW: Riedman, J. J.; Rausch, L. D.; Pierce, P. M.; Stein, R. H.; Johnson, C.; De Ryder, L. J.; Fry, H. M.; Stallings, H. D.; Stitcheson, J.; Makowski, E. R.; Hewitt, W. B.

SECOND ROW: MacKenzie, J. E.; Peterson, C. D.; Oliver, W.; Ensweiler, J. W.; Doherty, J. F.; Ressler, L. D.; Konturi, A. J.; Zawrotny, S. J.; Boylan, K. T.; Ulstrom, N. O.; Yoder, L. C.

THIRD ROW: Ratcliff, N. N.; Ming, E. E.; Starr, E. P.; Peterson, I. J.; Spare, J. C.; Spraberry, M. L.; Hallabaugh, H. G.; Carr, R. H.; Fierla, P.; Dirlocker, C. A.; Griswold, W. L.; Kragel, L. W.

COMPANY A, Platoon 3

(Left to Right BELOW)

FIRST ROW: Alexander, M. E.; Williams, S. R.; Clark, R. S.; Boggs, J. F.; Toles, O. H.; Kowalski, J. J.; Harding, J. P.; Dixon, W. R.

SECOND ROW: Sheanshang, L. L.; Schaefer, H. W.; Christy, D.; Wickham, J. H. (C.W.O.); Lynn, H. F. (COMDR.); Murphy, F. M. (C.W.O.); Gravo, N.; Courtney, R. D.; Pelland, G. J.

THIRD ROW: Trocki, P.; Hudson, W. B.; Shannon, R. R.; Carlucci, D. A.; Barr, W. J.; Curtis, C. L.; McLean, D.; Tricarico, A.; Tinklepaugh, R. H.

FOURTH ROW: Lancaster, R. L.; Nemoede, A. H.; Holdeman, J. H.; Larsen, D. S.; Sutton, P.; Cole, P. G.; Larkins, C. B.; Kelland, H. E.; McKay, G. L.





COMPANY A, Platoon 4

(Left to Right ABOVE)

FIRST ROW: Broege, F. R.; Kriese, R. E.; Moseley, G. B.; Stinson, A. R.; Zatkovitch, J. J.; Junchen, W. G.; Hamberger, E. C.; Ness, W. W.; Lippert, E. G.

SECOND ROW: Knudsen, C. R.; Mount, E. W.; Sprott, N. T.; Wickham, J. H. (C.W.O.); Lynn, H. F. (COMDR.); Orr, S. C. (Lieut.); Hudson, S. J. B.; Johnston, B. C.; Farber, M. L.

THIRD ROW: Klinger, R. A.; Whitney, E. L.; Christopherson, E. L.; Wilkens, F. H.; Cooper, E. D.; Brown, S. G.; Mayes, J. M.; Collins, H. W.; Paulson, J. O.

FOURTH ROW: Zalkin, R.; Frame, L. A.; Upshaw, R. D.; Hooyer, H.; Bilicki, H. R.; Yost, A. L.; Mathes, R.; Allison, E. E.

COMPANY A, Platoon 5

(Left to Right BELOW)

FIRST ROW: Chapin, H. N.; Gonzales, R. A.; Graham, J. B.; Ellmore, G. S.; White, J. C.; La Belle, J. C.; Strode, W. C.; Hollingsworth, I. W.; Ousey, J. A.; Bedford, D.; Garrean, A.

SECOND ROW: Mayse, W. J.; Morris, J. W.; Carney, C. F.; Aman, H. P.; Pepke, A. A.; Bond, C. W.; Grant, B. H.; Williams, C. L.; Green, S.

THIRD ROW: Ball, J. O.; Forster, M.; Birdsong, S. M.; Dibble, G. R.; Fisher, C. C.; Bell, E. D.





COMPANY A, Platoon 6

(Left to Right ABOVE)

FIRST ROW: Zyskowski, V. J.; Murray, J. W.; Mellor, G. A.; Lyles, J. D.; Sharpe, G. B.; Webster, E. O.

SECOND ROW: Cobb, A. P.; Nawrocki, F. J.; Bryan, L. G.; Mikel, C. P.; Singular, C. E.; Bellin, B. B.; Robl, J. A.; Mikush, W.; Sandrik, J. J.

THIRD ROW: Bedore, A. E.; Hurd, J. L.; Davies, W. D.; Haagensen, R. E.; Sanders, P. W.; Stanley, J. C.; Young, W. E.; Senear, R. E.

COMPANY A, Late Arrivals

(Left to Right BELOW)

FIRST ROW: Nix, E. P.; Bennett, C. S.; Mayfield, R. S.; Jones, R. L.; Ingram, W. C.; Cranford, H. J.; Fisher, J. D.

SECOND ROW: Celone, L.; Coad, J. D.; Jensen, A.; Nicolai, J. J.; Van Daalen, A.; Collins, H. W.; Mullins, B.; Peoples, A.

THIRD ROW: George, W.; Salas, R. A.; Loftis, T.; Lloyd, C. L.; Van Benschoten, W. J.; Lyles, J. E.; McDowell, C. E.

FOURTH ROW: Mulvaney, J. J.; Gibson, E. K.; Harvey, K. L.; Hall, W. E.





COMPANY B, Platoon 1

(Left to Right ABOVE)

FIRST ROW: Richardson, J. T.; Hardin, F. W.; Dymont, R. W.; Lane, L. W.; High, A. W.; Jonsland, H. R.; Lowe, A. A.

SECOND ROW: Pearson, L.; Haines, C. L.; Barker, I.; Davis, J. J.; Smith, R. C.; Jennings, G. A.; Roberts, H. F.; Gallagher, H. P.; Hefner, H. L.; Wells, A. H.

THIRD ROW: Kennedy, M.; Fenton, L. R.; Dean, W. L.; Oden, B.; Latimer, W. H.; Corliss, F. H.; Falk, G. I.

FOURTH ROW: Mattern, J. B.; Dennis, T. S.; Lee, E. H.; Busser, B. H.; Foore, R. N.

COMPANY B, Platoon 2

(Left to Right BELOW)

FIRST ROW: Weide, E. F.; Paxson, G. S.; Wooten, S. E.; Gardner, H. D.; Steindl, R. W.; Cochran, J. B.; Sengle, W. C.

SECOND ROW: Bradley, R. Y.; Germak, J. J.; Grisolano, S.; Kearns, R. E.; Melton, W. B.; Babin, J. W.; Suddith, L. H.; Knickerbocker, V. H.; Jones, J. M.

THIRD ROW: Wood, C. F.; Heid, E. W.; Fancher, H. E.; Everson, E. D.; Theiss, E. F.; Bentrup, M. E.; Hackman, H. V.

FOURTH ROW: Lewis, C. W.; Hellman, L. K.; Moran, A. E.; Krauss, A. P.

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COMPANY B, Platoon 3

(Left to Right ABOVE)

FIRST ROW: Atkinson, T. L.; Rozich, E. M.; Witko, J. T.; Lewis, G. E.; Reed, M. W.; Warnecke, J. A.; Giles, S. G.; Granatir, G. P.

SECOND ROW: Palling, W. R.; Hicks, P. L.; Silverman, S. M.; Richardson, W. E.; Horenkohl, L. C.; Metzinger, W. J.; King, Alvah B.; Puckett, A. W.; Shuster, A. J.

THIRD ROW: Zorko, L. R.; Riddering, T. B.; Reilly, R. L.; Corbell, S. D.; Schrote, L. L.

COMPANY B, Platoon 4

(Left to Right BELOW)

FIRST ROW: Isola, A. A.; Downing, C. O.; Addy, M. A.; Carlo, F. P.; Robertson, W. B.; Sheplak, E. P.; Barnas, T.; Begard, T.; Bloodough, J. W.

SECOND ROW: Trotter, L. C.; Trungale, M.; Adams, F. A.; Lindsey, C. B.; Corey, D. F.; Adkisson, E. F.; Ammons, H. C.; Scott, J. M.; Eayrs, R. V.

THIRD ROW: Grier, T. A.; Ayasse, W. R.; Simon, R. H.; Banks, R. E.; Fansler, W. E.; Hasty, G. T.; Baker, F. M.; Cogan, E. L.; Lillie, G. P.

FOURTH ROW: Atwater, R. E.; Algarin, D. J.; Stearns, J. P.; Berg, O. B.; Brown, C. C.





COMPANY B, Platoon 5

(Left to Right ABOVE)

FIRST ROW: Essick, M. G.; Sherlock, T. R.; Sullivan, J. H.; Carey, W. E.; Taylor, C. A.

SECOND ROW: Hughes, L. W.; Fafard, N. J.; Clark, E.; Culpepper, J. K.; Horrel, E. A.; Wiener, E.; Russell, D. W.

THIRD ROW: Simon, R. H.; McClelland, J. D.; Geisenheimer, T. J.; Underwood, S. E.; Kent, C. W.; Nolan, J. J.

COMPANY B, Platoon 6

(Left to Right BELOW)

FIRST ROW: Tocchini, D. G.; Swickard, N. H.; Anderson, O. E.; George, J. L.; Nell, J. P.; Hanmer, T. R.; Krasuski, W. H.; Pearson, E. N.

SECOND ROW: Martin, R. K.; Peterson, E. P.; Belz, C. L.; Wolfrom, S. S.; Stackhouse, F. M.; Godfrey, J. S.; Wheeler, O. C.; Theiss, E. L.; Lambos, A. J.; Kavanaugh, M. M.; Harper, E. O.

THIRD ROW: Dudkiewicz, A.; Rieke, H. F.; Cannon, S. L.; Shreve, E. L.; Scott, C. H.; Roberts, B. S.; Adams, L. C.; Warren, E. T.; Schwarz, H. T.





COMPANY B, Late Arrivals

(Left to Right ABOVE)

FIRST ROW: King, A. B. Jr.; Perry, W. L.; Pilitauskas, J. T.; Ranucci, M.

SECOND ROW: Perry, J. J.; Ramey, J. T.; Wallenborn, A. O.; Schultz, H. J.; Rector, L. A.

COMPANY C, Platoon 1

(Left to Right BELOW)

FIRST ROW: Reed, Max W.; Givens, J. E.; Middleton, J. W.; Jarema, L. M.; Myers, S. R.; Noel, L. M.; Burke, P. M.

SECOND ROW: Hewitt, C. B.; Stephens, G. M.; Gullledge, O.; Shenk, P. L.; Baldwin, D. W.; Hoyt, D. W.; Gismond, F. J.; Winn, L. H.; Nelson, W. J.

THIRD ROW: Pomeroy, R. L.; Scoggins, R. A.; Wade, M. A.; Hoenstine, A. D.; Cook, R. M.; Beerhalter, R. O.; Ruggio, T. J.; Ludiger, G. H.

FOURTH ROW: Hammond, T. J.; Roberts, G. C.; Mynatt, J. R.; Mason, M. L.; Hogan, T. J.; Maroncelli, N.





COMPANY C, Platoon 2

(Left to Right ABOVE)

FIRST ROW: Duffy, J. E.; Nichol, E. L.; Siggelkow, H. C.; Benedict, A. F.; Lecoq, G. A.; Stevenson, E. C.; Connor, R. W.; Watson, W. R.

SECOND ROW: Hale, T. E.; Breuninger, C. H.; Mueller, A. F.; Brodie, E. T.; Blue, J. W. (Lt. (jg.)); Quinn, J. J.; Magisen, H. R.; Fay, J. C.; Krebs, E. V.; Zaetz, W. M.; Norwood, J. D.

THIRD ROW: Stevens, J. M.; Elliott, D.; Cullen, J. E.; Bradshaw, F. E.; Lucas, A. W.; Beck, P. B.; Baker, B. C.; Nestlerode, N. B.

FOURTH ROW: O'Neal, A. L.; White, James C.; Dobrovic, J. A.; Wicklund, A. G.; Rucker, S. B.; Anderson, K. R.

COMPANY C, Platoon 3

(Left to Right BELOW)

FIRST ROW: Slarks, J. D.; Johnson, R. S.; Norris, G. E.; Longley, W. D.; Kane, G. F.; Reamy, E. B.; Ayers, A. W.

SECOND ROW: McCormick, A. C.; Lytle, W. M.; Minor, R. E.; Brockus, C. J.; Blue, J. W. (Lt. (jg.)); McCard, H. S.; Snyder, A. T.; Jones, W. E.; Zeller, A. G.

THIRD ROW: Downs, E. V.; Silvia, J. F.; Harney, R. S.; Jones, J. P.; Bethke, E. J.; Myers, J. E.; Reynolds, K. W.

FOURTH ROW: Beene, J. C.; Kozemchak, I.; Spratlin, W. M.; Dougherty, F. P.; Linton, W.; Schindler, L. G.





COMPANY C, Platoon 4

(Left to Right ABOVE)

FIRST ROW: Eunice, L.; Slotkin, L. P.; Reese, P. F.; Sylvester, A. J.; Spiro, E. M.; Sherman, D. R.

SECOND ROW: Rahnefeld, P. A.; Ranke, R. C.; Detter, F. C.; Clarkson, W. H.; Blue, J. W. (Lt. (ig)); O'Malley, J. M.; Civitello, A.; Harville, V. W.; Feuchter, R. H.

THIRD ROW: Lee, R. R.; Jorgensen, H. C.; Campbell, L. D.; Roche, E. B.; Wingen, E. W.; Troubaugh, H. G.; Nix, H. R.; Smith, J. A.

FOURTH ROW: Danielson, E. C.; Phillips, C. W.; O'Neil, R. J.; Patnode, R. C.; Streitmarter, J. P.; Madsen, S. E.

COMPANY C, Platoon 5

(Left to Right BELOW)

FIRST ROW: Carter, J. W.; Bergeron, H. J.; Forte, S. G.; Chutz, W. J.; White, R. C.; Abroe, E. F.; Macek, A. J.; Dunay, J. M.

SECOND ROW: Jackson, J. A.; Eppier, F. H.; Broadley, W. J.; Boyer, C. A.; Detter, F. C.; Blue, J. W. (Lt. (ig)); Tate, H. F.; Gerwig, W. T.; DiNapoli, J. F.; Martin, D. L.

THIRD ROW: Thomas, H. A.; Dewar, A. M.; Peters, A. H.; Shuman, E. H.; George, W. D.; Wallace, G. O.; Jacaruso, B. J.; Freund, F.

FOURTH ROW: Crowell, G. W.; Bishop, K. L.; Harper, H. E.; Christie, F.; Lewis, A. F.; Wilson, W. R.; Dailey, R. A.





COMPANY C, Platoon 6

(Left to Right ABOVE)

FIRST ROW: Springer, W. K.; Kiester, R. E.; Lammie, W.; Stone, C. F.; Volpe, A. R.; McLean, F. A.

SECOND ROW: Smith, V. C.; Brickhouse, W. H.; Graham, H. L.; Heck, A. G.; Mastin, C. E.; Kenny, J. J.

THIRD ROW: Romero, S. J.; Vicars, J. C.; Niemi, W. D.; Parker, P. D.; Weichel, A. W.; Bell, B. B.; Tolo, W.; Carlin, W. D.

COMPANY C, Late Arrivals

(Left to Right BELOW)

FIRST ROW: Snyder, D. E.; Snyder, D. P.; Smith, J. E.

SECOND ROW: Freund, F.; Spivey, R. J.; Smith, C. C.; Rohn, D. F.; Smith, F. F.; Smith, L. S.

THIRD ROW: Seward, P.; Smith, A. L.; Sims, R. G.; Singer, B. D.; Smith, J. D.

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COMPANY D, Platoon 1

(Left to Right ABOVE)

FIRST ROW: Polmanteer, H. R.; Moir, T. J.; Bailey, J. P.; Taylor, E. M.; Gilley, C. E.; Mullinix, K. H.; Russell, G. A.; Carter, H. R.

SECOND ROW: Neumeister, H. W.; Thesenvitz, M. E.; Wilson, J. K.; Henderson, C. F.; Dadosky, C. L.; Howard, V. A.; Miller, M. C.; Stokes, F.; McKenna, J. W.

THIRD ROW: Van Wagner, M.; Kuehnle, G. W.; Hutchinson, W. G.; Fihn, C. A.; Hansen, R. W.; Evans, W. M.; Wolf, W. W.; Allen, F. O.; Langowski, J. W.

FOURTH ROW: Malinowski, E. P.; Clarey, F. D.; Spidle, R. E.; Wilson, K. D.; Gates, G. W.; Crowell, A. F.; Schreiner, L. A.; Killebrew, W. S.

COMPANY D, Platoon 2

(Left to Right BELOW)

FIRST ROW: Yager, V.; Beccard, G. W.; McCarty, W. B.; Catrambone, A. F.; Morgan, R. W.; Stricker, W. G.; Stayton, T. R.; Stevens, G. D.

SECOND ROW: Pennington, A. C.; Longo, L. R.; Gilbert, F. L.; Phillips, J. M.; Armstrong, V. L.; Wright, S. L.; Febbriello, J. E.; Hightower, L. F.; Winkler, R.

THIRD ROW: MacPherson, M. T.; Adams, J. C.; Connell, C. W.; Booth, C. R.; Harwood, L. L.; Harkins, J. B.; Deneke, R. M.; Spain, E. C.

FOURTH ROW: Storer, F. L.; Pappas, G. E.; Paup, C. E.; Kohl, L. A.; Willman, F. H.; Holmberg, G. L.; Lundquist, V. E.; Carpenter, J. H.; Hope, J. B.





COMPANY D, Platoon 3

(Left to Right ABOVE)

FIRST ROW: Scheetz, R. W.; Young, P. E.; Tharp, G. E.; House, L. E.; Stanford, J. A.; Peterson, A. C.; Waterman, E. O.; Wilms, J.

SECOND ROW: Weston, W. J.; Bachtel, G. A.; Hardin, L.; Mayernik, W.; Ridge, H. W.; Jarosz, H. W.; Duggan, D. E.; Stand, D. E.

THIRD ROW: Watkins, D. S.; Pendleton, P. A.; Sweiding, W. E.; Miller, M. E.; Webber, E. J.; Thomson, W. C.; Becker, J. R.

COMPANY D, Platoon 4

(Left to Right BELOW)

FIRST ROW: Russo, J.; Smith, B.; Braden, L. G.; Hagar, G. E.; Speeler, W. B.; Harvey, L. C.; Downs, J. J.; Etheredge, P. L.

SECOND ROW: Lovingier, R. J.; Christensen, V. B.; Lehman, G. R.; Thompson, H. T.; Phillips, J. M.; Riley, W. P.; Bloom, R. R.; Gauger, H. F.; Campbell, P. R.

THIRD ROW: Civita, V. C.; Tepper, J.; Powers, F.; Roane, C. F.; Woodward, B. E.; Tucker, H. A.; Pool, J. T.; Selep, J. J.

FOURTH ROW: Howard, R. L.; Lewis, W. E.; Chittim, E.; Thomas, R. H.; Pegors, S. C.; Sabatino, O. M.





COMPANY D, Platoon 5

(Left to Right ABOVE)

FIRST ROW: Lawhon, H.; Milam, R. W.; Suvak, M.; Cubicke, A. W.; Worrell, E. S.; Williams, L. N.; Lindberg, S. E.; Todd, H. S.

SECOND ROW: Kroeger, G. C.; Hoats, W. A.; Marchetti, M. U.; O'Connell, D. J. (Lt. (jg)); Henderson, M. J.; Roberti, H. R. (C.W.O.); Trusty, W. S.; Cramer, D.; Hollibaugh, D. L.

THIRD ROW: Sebastianelli, B. F.; Kermoade, C. H.; Drown, M. E.; Schmellick, H.; Willey, D. C.; Lentz, B. F.; Carder, E. E.; Blalock, J.; Peter, J. B.; Daniell, P. J.; Regan, W. J.; Dodd, C. L.

FOURTH ROW: Rusling, S. S.; Burt, A. L.; Ross, J. M.; Thompson, R. A.; Amick, E. R.

COMPANY D, Platoon 6

(Left to Right BELOW)

FIRST ROW: Weedman, D. L.; Spratt, C. J.; Kieron, T. B.; Monaco, L.; Noppenberger, P. E.; Overpeck, P. L.; Conable, F. E.; Duffy, J. P.

SECOND ROW: Hodroff, S.; Nicholson, C.; Carlson, P. L.; Murphy, J. J.; McAllister, E. F.; Setters, W. J.; Smith, C. F.; Martin, T. W.; Mitchell, J. N.

THIRD ROW: Kaucher, R. E.; Wainscott, P. S.; Ledgerwood, C. M.; Fleck, J. L.; Harms, G. R.; Blankenship, A. K.; Walsh, R. B.; Bernier, J. L.; Sanderson, W. L.

FOURTH ROW: Merrill, F. H.; Joyce, J. A.; Vinuti, J. L.; Harrison, V. M.; Henley, J. E.





COMPANY D, Late Arrivals

(Left to Right ABOVE)

FIRST ROW: Tucker, C. R.; Spurgeon, H. E.; Klink, C. A.; Stiles, R.;
Sturgill, J. W.; Steele, J. O.; Vaccaro, J.

SECOND ROW: Turbyfill, C. P.; Townsend, C. M.; Townsley, O.; Tid-
well, E. L.; Thomas, R. E.; Sturgill, O.; Snodgrass, I. J.

THIRD ROW: Summey, J. E.; Spivey, W. H.; Talavera, E. T.; Urrea, G.;
Swafford, J. C.; Steinbeck, M. D.; Strawn, F.; Tomlinson, E. J.;
Turner, J.

HISTORY



HISTORY

UNIT IS FORMED

Organization of the Ninety-Third Naval Construction Battalion was started on 7 May, 1943, at which time the officer personnel was assembled. A few days later the enlisted personnel had been assembled and the 93rd Battalion was born.

It was at Camp Peary, near Williamsburg, historical city of Virginia, that the organizing took place. Most men had arrived at Camp Peary during the latter part of March, although many had been there earlier.

TRAINING BEGINS

The period between arrival at Camp Peary and 7 May was one of primary or boot training. This period was, in sum and substance, one in which a civilian is transformed into a serviceman. It was one of physical examinations, issuance of gear or clothing, inoculations against diseases, rigid physical conditioning and learning the use and care of various firearms. A few men attended specialized schools dealing with many trades.

Upon completion of primary training everyone was granted a customary sixty hour leave of absence. Most men whose homes were far away spent their leaves in nearby Richmond, while others journeyed north to witness the wonders of Washington, D. C., and going as far as New York City. Possibly due to the great influx of servicemen, those who stayed in Richmond were greatly disappointed with the manner in which they were received by the civilian population. One distasteful experience was to find that the uniform apparently evoked higher sales prices for commodities. Then too, in Norfolk, it was not very pleasant to find signs reading "No Dogs or Sailors Allowed."

LEAVE FOR ADVANCED TRAINING BASE

On 17 May the organization was completed and the Battalion boarded two trains bound for Camp Endicott, Rhode Island, arriving there the following day. Camp Endicott was situated near Greenwich, Providence and the great Naval Air Base at Quonset Point. This camp was an advanced training base.

Training now became more direct and much more specialized. Men attended different schools of warfare such as camouflage, machine gun, anti-aircraft, military strategy and methods of deployment. Tradesmen learned to apply their skills to equipment designed by Army and Navy engineers, such as trucks, jeeps and tractors. Physical training became intensified, especially in daily running the commando-type obstacle course, the difficult use of bayonets in close quarter fighting, and hand-to-hand or judo combat training.

The entire Battalion moved en masse to Sun Valley, an encampment six miles from Camp Endicott, for one week. There, under Marine Corps supervision, everyone fired on the rifle range. At the end of the week qualification trials were held and the battalion record was found to be high. Men assigned to special weapons such as machine guns and mortars remained at Sun Valley one week longer than the rest. During this period, men assigned to anti-aircraft batteries were firing their 20mm weapons at nearby Price's Neck, an island off the Rhode Island coast, near Newport News.

BATTALION OFFICIALLY COMMISSIONED

It was raining Saturday morning, 22 May, when the 93rd was officially placed into commission as a unit of the United States Navy, but in spite of the rain, the ceremony was very

impressive, especially during presentation of the American and Battalion colors.

Camp Endicott, situated on the coast and being a port of embarkation, always presented the speculation that the 93rd would ship overseas from there. This was not to be the case, however, as it was later proven. Occasionally units would return from their overseas tour of duty and it was interesting to hear the tales those men would relate.

Liberties were spent at nearby Greenwich, Providence and Boston. The change found in the civilian population was amazing. In place of the depressing and cold attitude of the people of Williamsburg and Richmond, here was warmth, cheer, friendliness and everyone was welcomed with an open heart. Some ventured to Connecticut, Vermont and New York, and as in Providence, results found were the same.

26 June was a happy day for most of the battalion for it marked the start of a ten day leave of absence for all men whose homes were in the central or eastern section of the country. The remainder were to receive their leaves at a later date.

CALIFORNIA BOUND

6 July everyone returned to camp and three days later the battalion boarded three different Pullman trains for a trip to Camp Parks, California. The first and second trains followed the same route in crossing New York State, International Bridge, across Canada into Michigan, Indiana and Chicago, Illinois. At Chicago the two trains parted, having met each other at several points on the way. The first train passed through Omaha, Cheyenne, Ogden, across Great Salt Lake via the direct route to California. The second train travelled through Kansas City, the nation's breadbasket, Pueblo, Royal Gorge, Salt Lake City, Bonneville Salt Flats and into California via picturesque Feather River Canyon. The third train followed a different route, passing through Buffalo, Cleveland, Indianapolis, St. Louis and Kansas City. From Kansas City this train travelled the same route as the second.

A drum and bugle corps had been formed at Camp Endicott and being on the third train, the corps played at various stops en route. Arriving at Indianapolis on a Sunday morning, church services were held on the street outside the station. The entire trip was a memorable one, especially so when meeting Army troop trains made up of chair cars with field kitchens set up in baggage cars.

LIFE AT CAMP PARKS

Camp Parks was found to be a virtual paradise. The camp was clean and offered many individual facilities such as Ship's Store which sold beer and ice cream. Its proximity to Oakland and San Francisco was an added asset, for these two cities lay approximately forty miles away and liberties were plentiful.

In California, as in Rhode Island, the civilians were good to servicemen. Canteens, dances, shows and the natural sights of these two cities were a constant attraction. Treasure Island, the Golden Gate and Oakland Bay Bridges, Alcatraz, the wharves and other points were a great source of pleasure. At this time the California State Mining Association undertook sponsorship of the battalion as tribute to the officer in charge, Commander Harold F. Lynn, who was formerly a member.

More training followed at Camp Parks, consisting mostly of long hikes carrying full field equipment, battle skirmishes and the firing once again of various weapons, not to mention an often visited obstacle course. Bulldozer and heavy equip-

ment operators had another opportunity to operate on public works programs.

On one occasion half of Headquarters Company and Companies C and D made a twenty-four mile march inland to Mount Diablo, remaining overnight and returning the following evening. It is said that one can see more land and water from Mount Diablo than any other point in the world. This, however, was not much of an attraction, for blistere appetites jaded from eating condensed rations dis thoughts of pleasure.

ON TO CAMP ROUSSEAU

One month was spent at Camp Parks, the next being Camp Rousseau, at Port Hueneme, California miles north of Los Angeles. Because of overcrowded conditions at Camp Rousseau, the battalion had been temporarily moved to Camp Parks which ordinarily was a recuperation center. Port Hueneme was a port of embarkation from the 93rd was to depart for overseas service.

Camp Rousseau was a bit different from the rest of the camps, due to its housing facilities. There were no wooden barracks there, but Quonset or Nissen huts, each accommodating ten men comfortably. It was divided into two sections, one being the camp itself, the other being known as "Splinter City", so-called because of its wooden barracks. Incoming battalions such as the 93rd would first be stationed at Camp Rousseau, continuing the previous training program. After moving into the "Splinter City" location each battalion would receive its allotment of construction equipment for use overseas, such as tractors, bulldozers, cranes, power shovels, trucks and jeeps, carpentry and plumbing equipment. This procedure was followed by the 93rd.

ACORN 15 CEREMONY

8 September was a day that shall not be forgotten. It marked the date of Italy's unconditional surrender to the Allies. On that date the 93rd was attached to a new unit, Acorn 15, in an impressive ceremony. Seabee battalions were at that time being shipped overseas together with newly formed Acorn units in the belief that as a combined organization the efficiency of both would be increased. The Seabees were to build a strip and the Acorn units were to operate it. And so it was that the 93rd and Acorn 15 joined forces.

On the following day a portion of the battalion participated in its first parade, in nearby Ventura. The occasion marked the opening of the Third National War Bond Drive. Thirty men from each company, together with the drum and bugle corps, marched in the hour long parade along with other representative units of Seabees, Army, Navy and Marines.

A GREAT CHANGE

At this point the battalion underwent a great change. Gone were the days of military training. Everyone had received enough training and knew thoroughly the part he should play in the event of any enemy action. Each construction department took over its own tools and equipment. At Point Mugu, a few miles south of camp, dump trucks, shovels and tractors, (to mention only a few) were placed into operation. This was a breaking-in period during which men and equipment worked together with other departments in practicing amphibious landings by loading and unloading LST's under specified time limits.

In Hollywood, the Hollywood Guild Canteen was in operation, being maintained by the film colony. Finding it necessary to provide more sleeping quarters for transient servicemen, the 93rd was asked to help. In answer, crews of carpenters, plumbers and electricians were dispatched. Those who worked there had the time of their lives and were royally

entertained. Work was completed early in October and a large plaque was presented to the Canteen by Commander Lynn, in behalf of the battalion. In turn, the 93rd became the Canteen's own battalion. A similar project was in progress at the same time, improving facilities at the Naval Aid Auxiliary's Shore Station which consisted of two houses on Wilshire Boulevard and was similar in purpose to the Hollywood

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...ea-sickness, the Pacific... ad weather... small rain... imes were... stant and... , drawing

...the morn... ance. That day... the equator, at one hundred fifty-four degrees longitude. The usual festivities and horseplay were evident as everyone observed the traditions accompanying the crossing. Seventy men were found to be "Shellbacks"; they had crossed before. These seventy conducted the ceremony, initiating the "Pollywogs" who were dressed in shorts and socks. Each pollywog stood trial before the court of King Neptune, having been subpoenaed on hypothetical charges of "mistreatment rendered creatures of the King's realm." The court invariably adjudged the pollywog guilty of something or other, and he was subjected to some form of punishment. Several old fashioned stocks had been built, similar to those used by the Puritans and Quakers in colonial America. This type imprisoned a man by pinioning his neck and wrists between two grooved wooden bars, giving the Royal Barber an excellent opportunity to experiment with his scissors and clippers. Some specimens of "expert tonsorial art" evoked many hearty laughs. While the subject was thus imprisoned he was roundly whacked on the posterior accompanied by cold water dousings on his perspiring back, and storage batteries provided an occasional charge of animated electricity on the already be-deviled posterior,—just to liven things up a bit. Next in line was the baptismal chair mounted on a pivot and placed on the edge of a large, water-filled tank. Now it was the Royal Doctor's turn to punish the seated pollywog, which he readily did, administering a dose of "medicine". If a man had survived sea sickness, this concoction provided a comparable substitute, being composed of a variety of hot sauces used in food preparation diluted with salt water and flavored with a small but effective laxative content. The medicine was no sooner downed than the chair was suddenly tilted backwards, plunging the poor pollywog into a tank full of cold water. Royal Bears armed with an assortment of paddles, that felt like clubs, lined a path through which the pollywog had to run, upon climbing out of the tank. Bruised survivors of these ordeals, sporting the very latest in hair styles, were

proclaimed to be shellbacks, entitled to all privileges of the sea. War had taken a holiday while men complied with the oldest tradition of the sea.

EXPLOSION IN NOUMEA HARBOR

Skirting the southern fringe of the Samoan Islands, land was next sighted on passing the Tonga Islands, when the Isle of Eau came into view in the distance. The International Date Line, at one hundred eighty degrees longitude, was crossed the night of 28 October. Everyone went to sleep Thursday night, awakening Saturday morning, 30 October. Early Monday morning, 1 November, New Caledonia's myriad of mountain peaks appeared on the horizon. At 1130 anchor was dropped in the harbor of Noumea, capital of Free French New Caledonia. At 1410 of that same day everyone was brought to his feet by a tremendous explosion at the western portion of the harbor where ammunition and explosives were being unloaded from ships. The original blast was followed by hundreds of smaller ones, lasting four hours. Bright red tongues of flame leaped over a large part of the docks, sending huge billowing clouds of smoke upward into the sky. Three endangered freighters pulled away to safety under their own power. A fourth was towed by a tug which braved the hail of flying debris and flames to effect the rescue. The toll in injured and killed was high.

SEA BASS ARRIVES

A few days later the Sea Bass arrived and on 6 November the two ships, together with another freighter formed a convoy under protection of two destroyer escorts. This time the course was northward. Guadalcanal was sighted on 10 November, after having passed the New Hebrides Islands, Rennell and San Christoval. A few hours were spent lying off shore. Nearby Henderson Field was catapulting a constant stream of American planes into the sky, bound on missions of destruction. The beaches were littered with hundreds of landing craft, some large, some small, some in use, some wrecked, and here and there was the wreckage of enemy shipping. The beaches themselves were lined with rows of coconut palms blending into dense jungle undergrowth, not in serene beauty always associated with palms, but in an awesome, shell-torn manner. It was a panoramic scene which vividly portrayed the gruesome spirit of war, a scene which could be representative of Guadalcanal alone. Later that evening the 93rd had reached its destination, Banika Island, of the Russell group, approximately sixty miles west and north of Guadalcanal.

WE REACH BANIKA ISLAND

After camp had been set up a few projects were engaged by the 93rd. Roads were built, other camp facilities were enhanced, warehouses and storage areas were constructed and existing dock facilities were improved.

Then followed the first major overseas assignment, construction of Medical Operating Base 10. Banika was to become a major supply and recuperation base. The Christmas holidays, though lonely ones, were spent peacefully. Shortly after the holidays the enemy put in his first appearance. One night early in January the air raid warning systems started their ominous wailings. A few minutes later the sky was filled with bursting flak. Anti-aircraft fire was so effective that no bombs were dropped on Banika, but fell harmlessly on a nearby island in the bay.

12 February, 1944, one fourth of the battalion, known as the first wave or advance echelon, boarded an LST, invasion bound. The destination was Green Island, a small but important coral atoll midway between Bougainville and the enemy's mighty bastion of Rabaul, a little western end of the Solomons

chain. The remaining portion of the battalion was to follow in later waves.

A convoy was formed together with other LST's and destroyers off Banika and proceeded past the remaining Solomon Islands. While circling off Vella Lavella the afternoon of 13 February, more landing ships and destroyers arrived, forming a larger, well protected convoy.

OUR LST 220 ATTACKED BY AIR

At dawn of 15 February, after having passed enemy occupied Bougainville and Buka, the convoy was in sight of Green Island. While New Zealand infantry was making the assault landing, several enemy planes appeared to attack the convoy. The destroyers formed a protective ring around the landing ships and very few planes penetrated to make attempts against the LST's. Two penetrations reached the LST 220, carrying the 93rd, whose anti-aircraft guns were manned largely by men of the battalion. One Jap flew low over the bow, evidently disabled yet with his guns spewing hot lead. In turn he received a good reception from 220 and finally glided on past to crash into the ocean. Another came down out of the low sun, in a screaming power dive. The LST's of this convoy were flying a barrage balloon each, held at three thousand feet by a strong steel cable. In order to miss the cable, the Jap dive bomber veered to the right, dropping two bombs at the time. As the plane pulled out of the dive and started to climb, the rear gunner strafed the length of the ship. However, the barrage balloon "Miss Missouri" had done a good job at spoiling the aim of both bombs and bullets. Three enemy planes were seen to crash, two in flames, but there were others. Later dispatches placed the count at eleven enemy planes destroyed. At one point in the engagement twenty-six American destroyers were counted off the port side alone.

WE LAND AT GREEN ISLAND

At 0915 of 15 February, the 93rd landed on Green Island. New Zealand infantry could be seen going by, in one wave after another, clearing dense jungle of the enemy who were later to put up a mildly organized resistance at the southern end of the island.

Upon landing, bulldozers crashed headlong into the jungle which started no more than three or four feet from the water's edge. Equipment pouring out of the huge mouth of LST 220 followed the bulldozers inland and occupied areas almost as soon as they were cleared. There being no fresh water supply on Green Island, the first piece of equipment placed into operation was a huge still which purified ocean water. In less than four hours this still was producing enough water to satisfy everyone's needs.

The first two nights were spent almost entirely in fox-holes, due to air raids and weak bombings which did no damage. Thereafter the skies were free of the enemy.

The first few days were spent in building shelters and longer roads going south to a new campsite. In many instances dozer operators were fired upon by snipers concealed in tree tops. Some Japs penetrated New Zealand lines to the 93rd camp's perimeter, only to be found and killed.

THE 22nd CONSTRUCTION REGIMENT

The Green Island campaign included the 33rd, 37th and 93rd Seabee Battalions, plus a portion of the 15th, all of which formed the 22nd Construction Regiment of Seabees. 19 February found bulldozers moving into an abandoned coconut plantation which had become a second growth jungle. This area was to be converted into two airstrips and on that day it began changing in appearance as trees were felled and small patches of clearings were linked together.

The following day, 20 February, the greater portion of the 93rd Battalion arrived at Green Island, having encountered no opposition en route. That same day marked the end of organized enemy resistance. New Zealanders brought Valentine tanks into action annihilating the remaining Japs who had concentrated near what formerly had been a Catholic Mission. A few days later the remainder of the 93rd arrived.

FIRST PLANE LANDS ON AIRSTRIP

On 3 March a disabled Corsair, piloted by Marine Lieut. J. G. Killefer, landed on Green Island, being the first plane to do so. The former coconut plantation had been converted into a fighter strip in sixteen days and nights of ceaseless work. Crews worked around the clock, under powerful floodlights at night, and engines stopped running only long enough to be greased and lubricated. Three days later several squadrons of Navy and Marine fighters and medium bombers arrived. Green Island was the furthest Allied outpost in the Pacific theater of war. To the rear, in the Solomons, some twenty thousand Japs were trapped, with no means of escape. Two days later, on 8 March, the enemy attempted a futile and costly uprising on Bougainville which was repulsed by Marines.

By 29 March a new strip was ready for use. It was a bomber strip, running parallel to the fighter strip. The first plane to land on the bomber strip was a Liberator bomber. It had been seriously damaged in a raid over Truk and the pilot radioed in to say he was attempting a crash landing. The crew had refused to bail out, preferring to ride their plane to earth. The plane made a perfect approach, but as the wheels touched ground a flat tire deflected the plane off the strip, causing it to nose over and disintegrate. All occupants were killed, some mangled beyond recognition. War had exacted its ugly toll and Green Island's new bomber strip had been inaugurated in blood.

15 April saw a decline in activity. Emirau and the Admiralty Islands further ahead were in American hands, and action shifted forward. Green Island was no longer an outpost, having served its primary purpose. Long range bombers flying from Green Island had bombed Truk and the Caroline Islands by day and by night. Medium bombers and fighters had rendered nearby Rabaul and Kavieng useless and had cut off enemy shipping. From that date on only a small number of planes remained for patrol flights and occasional raids on Rabaul and Kavieng. The 15th Battalion departed and the 22nd Regiment continued its activities along other lines.

Camps, roads, fuel and ammunition dumps, warehouses, communication lines, hospitals and messhalls were either built or improved. Dock and camp facilities were constructed for several squadrons of PT boats which were forever attacking enemy shipping and shore installations on Bougainville, Buka, New Britain and New Ireland.

SERVICES CONDUCTED

Five men reported for work as usual on the morning of 10 June. Some were members of a dynamite crew. Others were working on or with nearby equipment. None was ever seen in camp again, for a premature dynamite explosion snuffed out their lives, injuring others. Funeral services were held the following day at Green Island's populous cemetery, nearly every man of the 93rd in attendance. Pallbearers dressed in whites placed the flag-draped coffins in open graves dug out of the coral. With bare heads bowed, the overflow crowd paid their last respects to five mates, friends and brother-in-arms, while Protestant Chaplain W. L. Ball, Jr. of the 93rd and Catholic Chaplain C. W. Buckley of the Marines conducted joint services. Three volleys fired into the air by the guard o

honor created a disturbance in the trees as birds left their perches to fly away, trailed by the resonance of Taps.

Things were moving swiftly now. On 18 June Saipan was invaded, followed on 22 July by the invasion of Guam. The New Zealanders had left Green Island to return home and reorganize for later campaigns. The American Army had arrived to occupy Green Island. On 10 September the Australian Government formally took control of its Solomon Islands mandate, of which Green Island was a part. The only visible effect this had on the 93rd was that traffic on the roads was now on the European pattern, vehicles driving on the left side of the road.

TIME FOR RECREATION

Battalion activities now centered on recreation, the 22nd Construction Regiment having moved elsewhere. A few small projects were in progress, but not of great importance. Several tournaments were held in many fields of sport, notably baseball, softball, basketball, volleyball, horseshoes, ping pong and others. Competition was keen between various crews, platoons and companies. The 93rd baseball team had engagements with other service groups, establishing a very good record and ranking among the best.

Entertainment groups on tour of bases in the Pacific made personal appearances on Green Island. Lieut. Commander Eddie Peabody, John Carter and the Tune Toppers arrived on 12 May. Bob Hope, Frances Langford, Jerry Colonna, Patty Thomas, Tony Romano and Barney Dean arrived 1 August. Fifteen days later Jack Benny, Carole Landis, Larry Adler, Martha Tilton and June Bruner put on a show. A combined Army-USO unit featuring Clark Dennis arrived on 14 October.

WE SHOVE OFF AGAIN

Early in October the 93rd Battalion was readying for another move. By 25 October all equipment had been loaded on a freighter outside the bay, the USS Middlemas. Fifteen men boarded the Middlemas and the rest of the 93rd boarded a Navy transport ship, the Cape Johnson. By nightfall both ships were under way, accompanied by another freighter and a destroyer escort.

On 31 October, New Guinea's towering peaks were seen in the distance and Humboldt Bay appeared as the ship rounded a promontory. Stops had been made at Emirau and Manus of the Admiralty Islands. The Middlemas remained there until Sunday, 5 November. The Cape Johnson did not depart until 9 November. In the meantime, men on both ships had an opportunity to go ashore at the fleet landing. This was Hollandia, where evidence yet remained to depict the stubborn enemy resistance our troops had encountered in occupying that portion of New Guinea.

It was not until the Cape Johnson was well away from Hollandia and Humboldt Bay that the destination was announced. Scuttlebutt, or rumors had been correct. The 93rd Battalion was headed toward the frontier once again. This time it was the Philippine Islands. Nearly three weeks had elapsed since the first beachheads had been established on Leyte and Samar. Now the Cape Johnson was one of sixteen transports and seven destroyers that formed the original convoy which was increased off Pelelieu the morning of 12 November. That evening the enemy made his first appearance in the form of a reconnaissance plane. As in the invasion landing on Green Island, men of the 93rd supplemented ship's gunners on the anti-aircraft guns.

ENEMY PLANE SIGHTED

Several alerts resulted from enemy planes being in the vicinity, but adequate American air cover kept them at a safe

distance. 13 November found the enlarged convoy well past the Palau Islands and within range of enemy land-based planes flying from the Philippines. General Quarters was sounded at 0845 in the morning and continued until evening. During alerts, all men except those assigned to anti-aircraft guns were kept below decks. At such times Commander L. C. Farley, the ship's captain, would turn narrator, colorfully describing activity above deck. At 0845 "An enemy plane has been sighted and it has undoubtedly sighted us. That is all". At 1000 "This is not a drill. There are enemy planes in the perimeter of this vicinity". At 1030 "They are hanging around the perimeter, doing nothing as yet".

Things quieted down enough during mid-day that everyone had an opportunity to go above decks for a while. At 1540 "They are hanging around the perimeter. A destroyer fifteen miles astern has opened fire". At 1630 "Still nothing doing. There are three groups of enemy planes circling about, twenty five to thirty miles away". At 1632 Captain announced that "they seem to have retired". But at 1700, the ship shuddered from a violent concussion. "You men below might be interested to know that we've shot down one plane. He dropped one torpedo which missed and he was shot down. There were no survivors on the plane". Captain Farley's witty remarks eased the strain everyone was under, being inclosed in a ship's hold while up above all hell was breaking loose. At 1800 the Captain added, "Friendly planes are here. Army P-38's".

"FIRING ON THE OUTSKIRTS"

Later that night at 2235, Commander Farley announced that "There is firing on the outskirts. It is difficult to see, but they are out there. We can't see a thing, which is okey, for they can't see us either".

Reveille the following morning, 14 November, was at 0400. It was raining heavily as the Cape Johnson was making its way into Leyte Gulf. General Quarters sounded at 0603 followed, a few minutes later, by another explanation "Firing on the outskirts, not much else". A later announcement was made at 0751, as the ship was being anchored in San Pedro harbor, at the extreme northern end of Leyte Gulf. "Two Jap planes have been shot down; one by a P-38, the other by Army shore based (Leyte) anti-aircraft". At 0800 all men went over the side into barges. As each barge was filled to capacity it would circle the ship. When all barges were filled it was expected to strike off for shore. This was not to be the case. Around and around they went, around and around, until at noon an order was issued bringing the barges back to the side of the ship and everyone clambered aboard. While the two ships were at Hollandia, Lieutenant Hubert Schmidt had been transferred to the Middlemas. He was to have arrived earlier, as he did, and he was entrusted with selection of a campsite. When the Middlemas arrived in Leyte Gulf, Lieutenant Schmidt was not allowed to leave the ship, orders from the ship's captain. And so it was that when the Cape Johnson arrived and the 93rd prepared to land, there was no place to go. That night was again spent aboard the Cape Johnson. By next morning, 15 November, arrangements had been made and the battalion landed, but on Samar, not Leyte, as had been expected.

WE LAND ON SAMAR

The campsite was in a coconut plantation which fringed a beach. Nearby was a small village, San Antonio. It consisted merely of a cluster of thatch huts and a few frame buildings one of which was a schoolhouse. Across narrow San Pedro channel, the modern city of Tacloban, Leyte, could be plainly seen. Just below Tacloban was a landing strip and a very busy one.

For the first two weeks ashore the 93rd did nothing other than to service its equipment, build some access roads, set up a permanent camp, repair a native church which had been damaged and conduct surveys for a coming assignment. The local terrain was found to be too unstable for any permanent construction, consisting mostly of swampland and rice paddies. This led authorities to abandon the area. On 30 November sixty men of the 93rd boarded small landing craft and traveled southward to the very tip of Samar, arriving at a fair sized town of Guiuan. Here they found coral deposits that could be used in construction and the terrain presented better possibilities. The battalion had to move again but this was only a short trip, so it moved in sections, via small landing craft.

LIFE AT SAN ANTONIO

The period spent at San Antonio was one that no one should ever forget. Air raids were common. At first they came at all hours of the day. Later they started a schedule, every morning and every night. Then they stopped their morning attacks. All this time the enemy was concentrating on the Tacloban airstrip, Tacloban itself, or more often they were after the enormous shipping in the harbor. On such occasions Leyte-based anti-aircraft units were firing in the general direction of Samar . . . and the 93rd. As a result, the battalion was practically living in bomb shelters, dodging both friendly and enemy shrapnel. Not being very successful in high altitude bombing attempts, the enemy resorted to mass suicidal attacks. It was not uncommon for the enemy to come in low over the 93rd camp and attempt crash dives on ships in the harbor.

On two instances "Conditional Black" was announced. This warning meant that enemy paratroopers were being expected. Extra guards were posted and everyone was armed to the teeth. The enemy did land some paratroops, and in a Seabee camp at that, but on Leyte, in the 61st Seabee Battalion camp. These Seabees posted ten parachutes on their score board. Ten Japs had gone their limit.

ANOTHER ALERT SOUNDS

Action had been heavy on 26 November. At 1100 another alert was sounded and everyone sought shelter. One man reached a foxhole but never lived to tell about it. A projectile had his name written on it. That was all. The 93rd had lost another man. Burial was at Tacloban's Cemetery. A man from another Seabee unit had been killed at the same time. Both bodies were buried together, with brief and simple services being conducted by Chaplain Ball.

At the new Guiuan location only one thought prevailed and that was to construct an airstrip as early as possible. Only on one occasion did the enemy put in an appearance and that was on Christmas morning when a Dutch freighter was torpedoed. Although one hold was damaged, the ship did not sink but the explosion killed several Seabees aboard. The plane was shot down. All passenger troops were removed and spent Christmas night in the Guiuan cathedral. Enemy air raids were supplanted by extremely bad weather. It rained almost constantly, averaging .66 inches per day for the month of December. The strip was constructed over a swamp, necessitating the use of enormous quantities of fill. It had previously been stated that construction of an airstrip in this location was virtually impossible. The 61st and 93rd Battalions broke ground on 6 December, working together. On 18 December a Fairchild L-3 Cub successfully made the first landing. On 28 December four cargo transport planes landed, bearing cargo. On New Year's Day fighters and medium bombers arrived en masse. The Guiuan strip was in operation.

CONCLUSION

Today is Saturday, 14 April, 1945. To men of the 93rd, it means completion of an eighteen month tour of overseas' duty. When we'll return home is knowledge not in our possession. "Our strip" is a good one. Its planes have supported and made possible other drives elsewhere in the Philippines from Luzon to Mindanao. Since we completed our work on the strip we have done other jobs too numerous to mention, all of which go into construction of a base. We have had time to provide ourselves with fairly comfortable quarters and our camp is without question the best on the island.

Our messhall has fed as many as nine thousand men in a day, not only our own, but transient flying personnel and ground forces as well. On the strip our mobile galley has served sandwiches and ice water to any and all transients. We are pretty well known throughout the Philippines.

Three days ago, 11 April, Donald E. Shackelford and Pete Seward were in the vicinity of another unit's blasting operations. Warned of an impending blast, the two men crouched beneath a truck body, but a flying lump of coral found them. Seward lost two fingers, but Shackelford was not so fortunate. Two blood transfusions failed to save his life. Burial was at the Tacloban Cemetery, Chaplain Ball officiating.

Yesterday we were stunned by the appalling news that our Commander-in-Chief had passed away. The news which started at the breakfast table as a rumor and was later confirmed, brought forth no dispirited nor oratorical comment. Everyone appeared to be swallowing a little harder and a little more often, and very few words were spoken. Otherwise, there was work to be done and it was done.

CONTEST HELD

Architects of the battalion submitted designs in a contest held recently, when it was decided to build a chapel. The winner received a cash award and had the pleasure of seeing his drawings spring to life. The chapel has been built on the beach, facing east. It is a permanent structure, made of native wood in heavy beams and with a concrete floor. Its interior is illuminated with indirect lighting. A mural adorns the wall behind the altar. It was painted by our battalion artist and depicts the physical struggle undergone by Americans and

Filipinos alike in the liberation of the Philippines. The hardships are tied together through religious worship, with American troops and Filipino civilians kneeling side-by-side before a panorama of the Virgin Mother and Child. Long after the 93rd has departed the chapel shall be standing, a gift to the Filipinos in their pursuit for freedom of worship.

Thirty-two men have not been here at camp with us for some time now. They were temporarily detached and sent to a lumber camp location nearby. There they have combined with men of other units in producing quantities of virgin lumber. Their living conditions have been poor, for they have not had the facilities that are available to us here. We expect them to rejoin us soon. One of them has gone Jap-hunting, for there are small pockets of resistance still holding out in the vicinity. He was successful, too, according to verified reports.

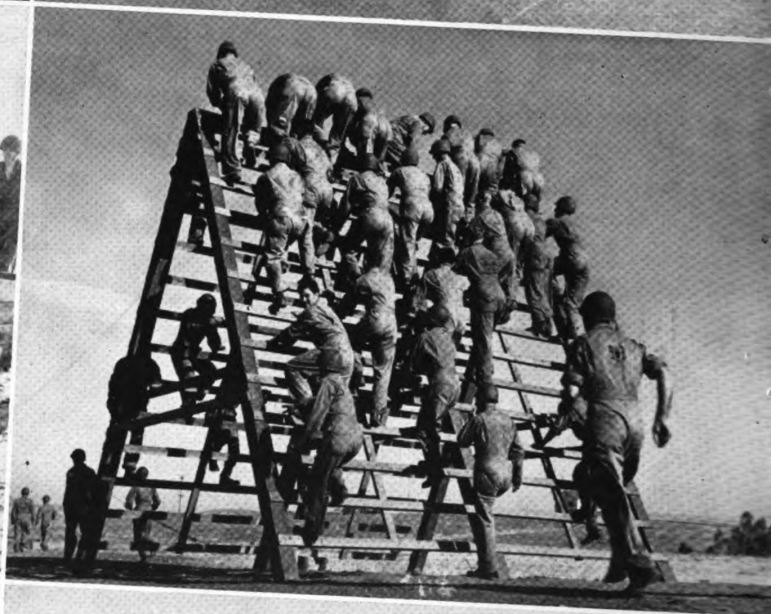
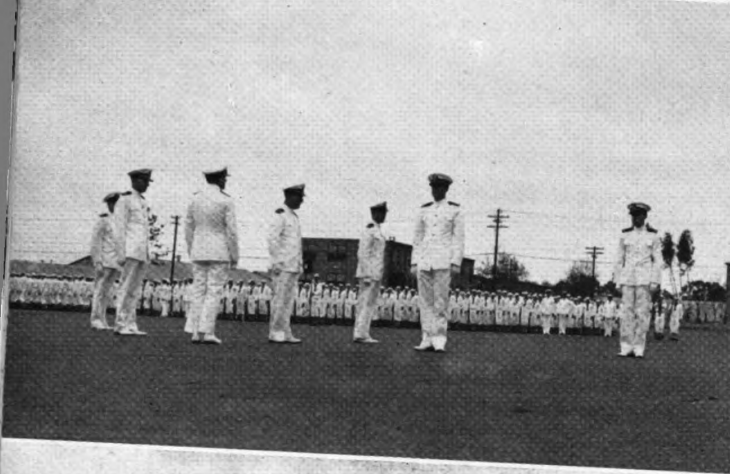
QUESTION ON ALL MINDS

The prevalent question of the day is "WHEN ARE WE GOING HOME?". One person's guess is as good as another's, and estimates range from late in May to September. In Europe the war appears to be in its final stages and Germany's surrender is expected to come at any time. Here in the Pacific theater, Okinawa of the Ryukyu Islands has been invaded successfully. Our forces are now fighting the enemy only three hundred twenty five miles from the Japanese homeland. Twice in eighteen months the 93rd Battalion was active in the furthest American outposts of each period, once at Green Island and once in the Philippines. The action has now once again shifted far forward. We cannot foresee what lies ahead nor when we'll return to our homes. Time alone will tell. In the meantime the 93rd Battalion will continue to be busily engaged in a project that eventually shall play an important part in the ultimate defeat of the enemy.

Since the above paragraph was written much has happened. First, VE day and then VJ day and the war's end. Our question has been answered to everyone's satisfaction. We were sent home and the men of the 93rd have attempted to take up their lives where they left off.

We have many memories that will carry with us the rest of our lives.

END

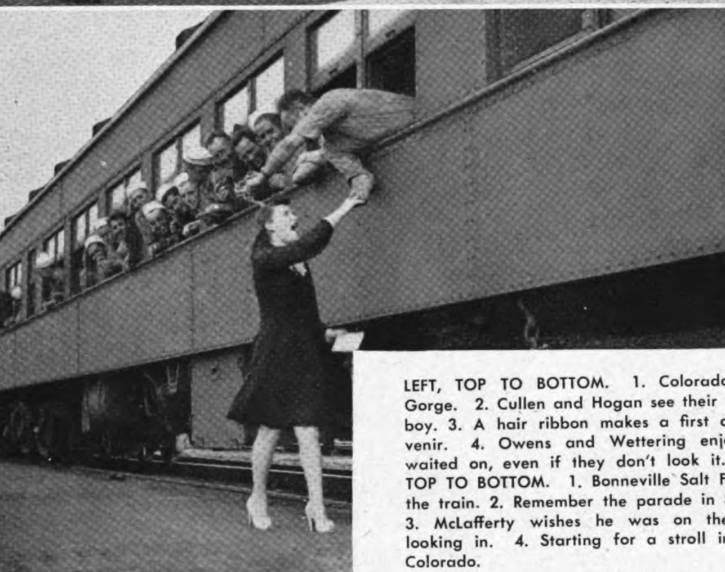
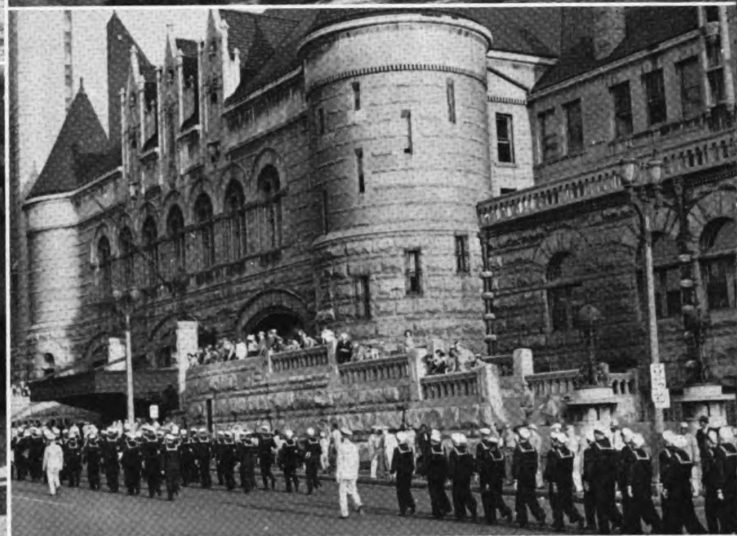
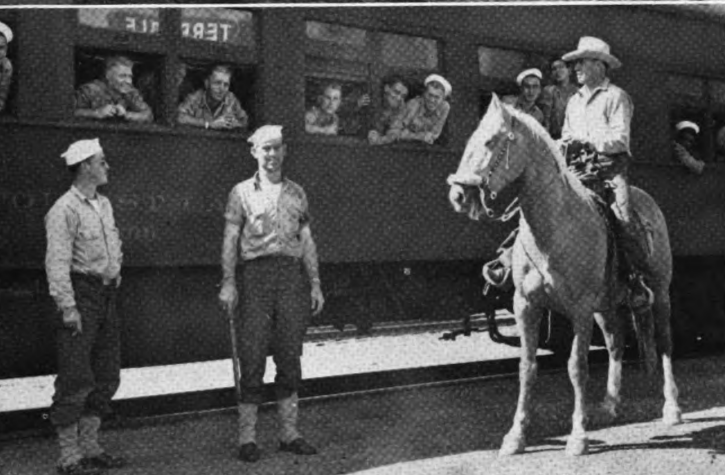




LEFT, TOP TO BOTTOM. 1. Activating dormant muscles. Tommy Carter, Sr., sets pace at Syracuse, N. Y. 2. Commander Lynn receives Battalion mascot, gift from father of Herb Reynolds, Indianapolis. 3. Church services at Indianapolis' Railway Express building. RIGHT, TOP TO BOTTOM. 1. Which one is Morrissey? 2. "Once-over" given Indianapolis. 3. First of many cross country calisthenics, Syracuse. 4. Drum and Bugle Corps leads way at Indianapolis.







LEFT, TOP TO BOTTOM. 1. Colorado's Royal Gorge. 2. Cullen and Hogan see their first cowboy. 3. A hair ribbon makes a first class souvenir. 4. Owens and Wattering enjoy being waited on, even if they don't look it. RIGHT, TOP TO BOTTOM. 1. Bonneville Salt Flats from the train. 2. Remember the parade in St. Louis? 3. McLafferty wishes he was on the outside looking in. 4. Starting for a stroll in Pueblo, Colorado.



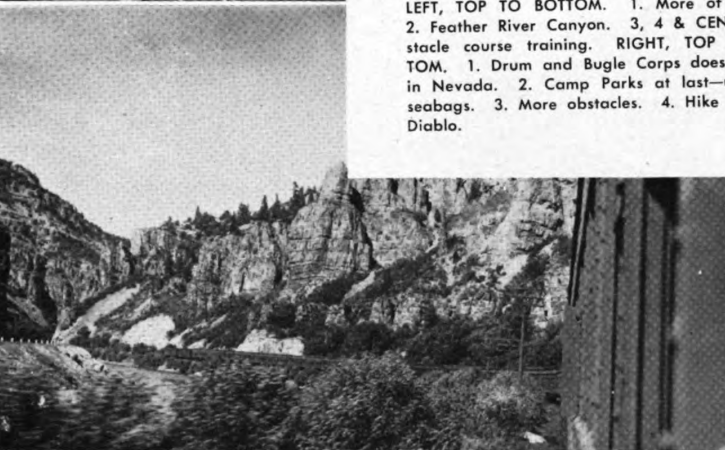


LEFT, TOP TO BOTTOM. 1. Drum and Bugle Corps sounding off again in Nevada. 2. Feather River Canyon. 3. Siggelkow writes to the little woman. 4. Limbering up in Salt Lake City. CENTER. Triple play—Ens. Lapp to Carter to mail box. RIGHT, TOP TO BOTTOM. 1. A break and a stretch in Nevada. 2. The food is getting better right along. 3. Wonder what's on their minds? 4. Stevens concentrates on keeping up with the news.





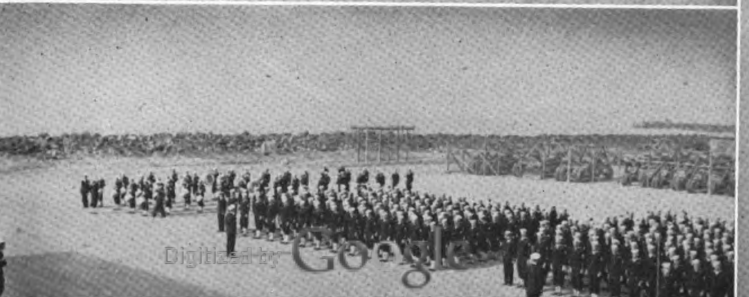
LEFT, TOP TO BOTTOM. 1. More of Nevada. 2. Feather River Canyon. 3, 4 & CENTER. Obstacle course training. RIGHT, TOP TO BOTTOM. 1. Drum and Bugle Corps does it again in Nevada. 2. Camp Parks at last—unloading seabags. 3. More obstacles. 4. Hike to Mount Diablo.





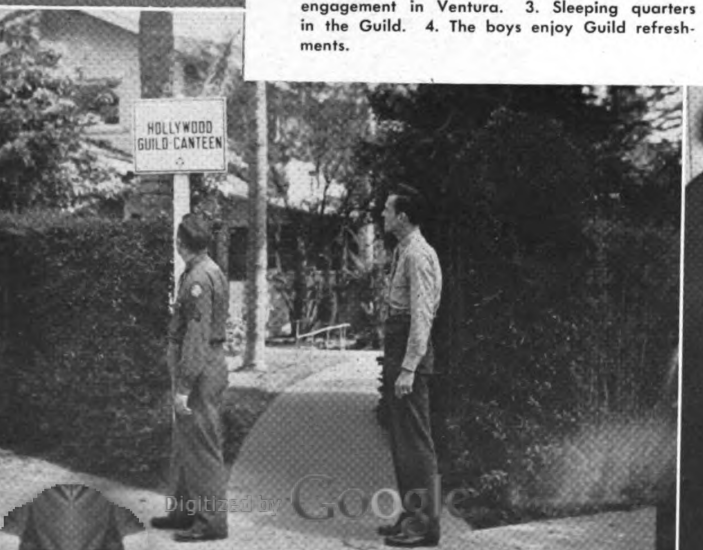


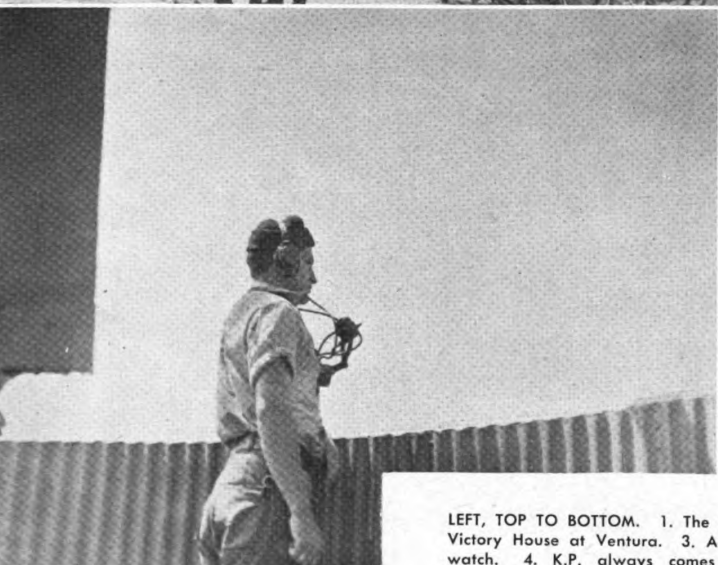
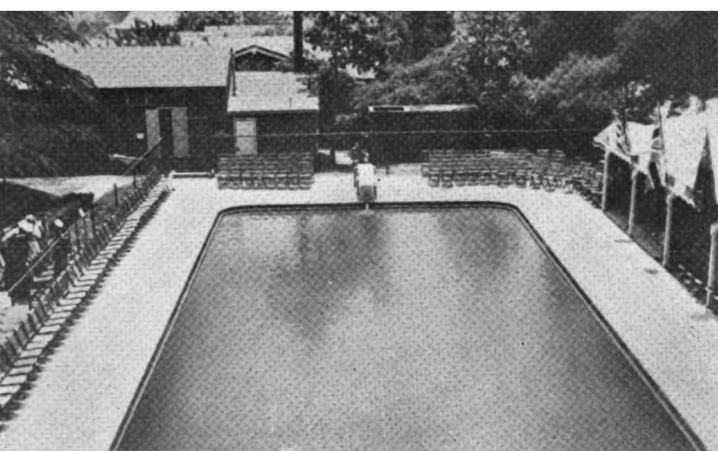
LEFT, TOP TO BOTTOM. 1 & 2. Battalion inspection at Camp Parks. 3. Commander Lynn reads his orders. 4 & 5. The 93rd passes in review. RIGHT, TOP TO BOTTOM. 1 & 2. Part of battalion inspection. 3. Commander Tullsen of Acorn 15 reads his orders. 4. 93rd Color Guard.





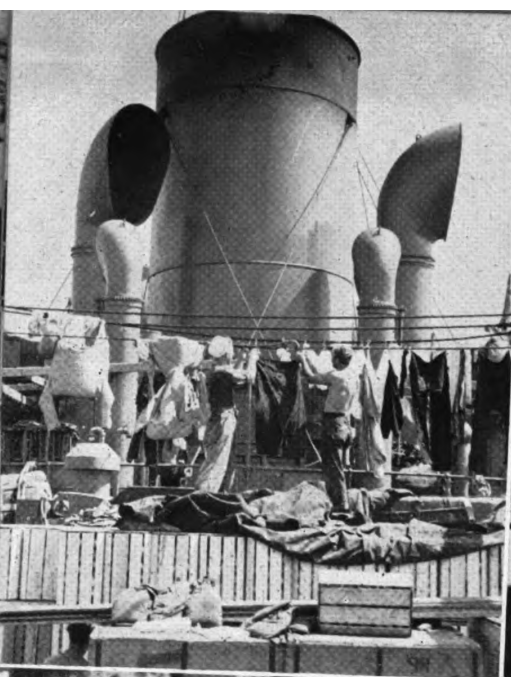
LEFT, TOP TO BOTTOM. 1. The 93rd passes in review. 2. The 93rd parades in Ventura. 3. Helping to build the Hollywood Guild Canteen. 4. Entrance to the Guild. RIGHT, TOP TO BOTTOM. 1. Part of the parade in Ventura, California. 2. The 93rd Orchestra plays first engagement in Ventura. 3. Sleeping quarters in the Guild. 4. The boys enjoy Guild refreshments.



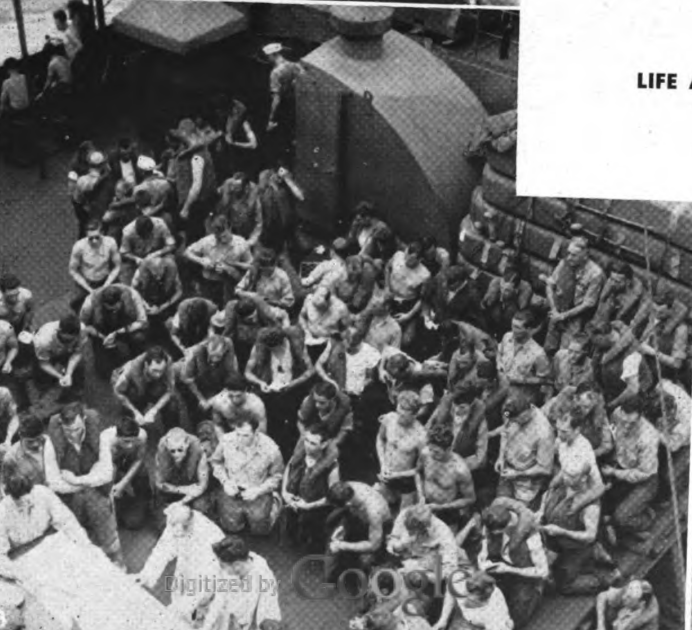


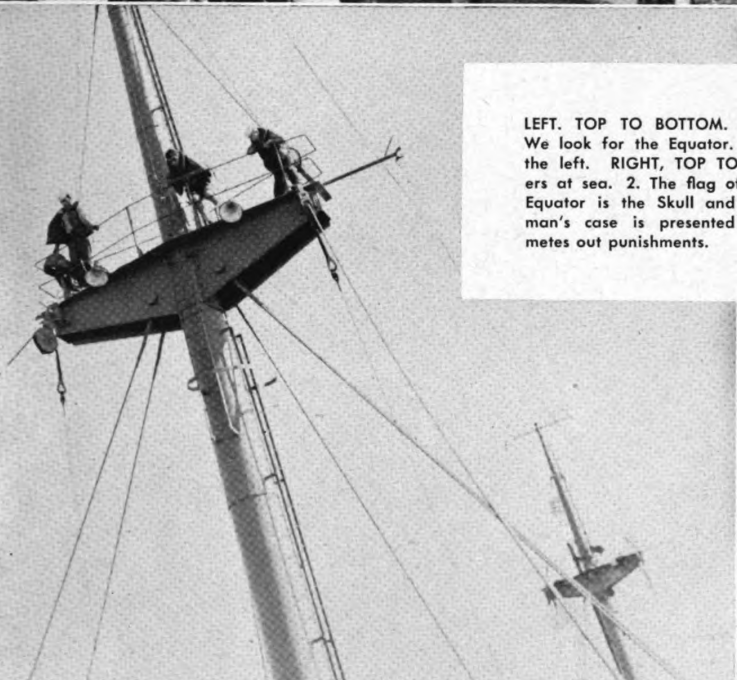
LEFT, TOP TO BOTTOM. 1. The Guild pool. 2. Victory House at Ventura. 3. Armed guard on watch. 4. K.P. always comes first. RIGHT, TOP TO BOTTOM. 1. Waiting for a lift. 2. The Perida leaves Port Hueneme (courtesy of Mrs. H. Roberti). 3. Commander Lynn meets Captain Neilson, skipper of the Perida. 4. Abandon ship drill.



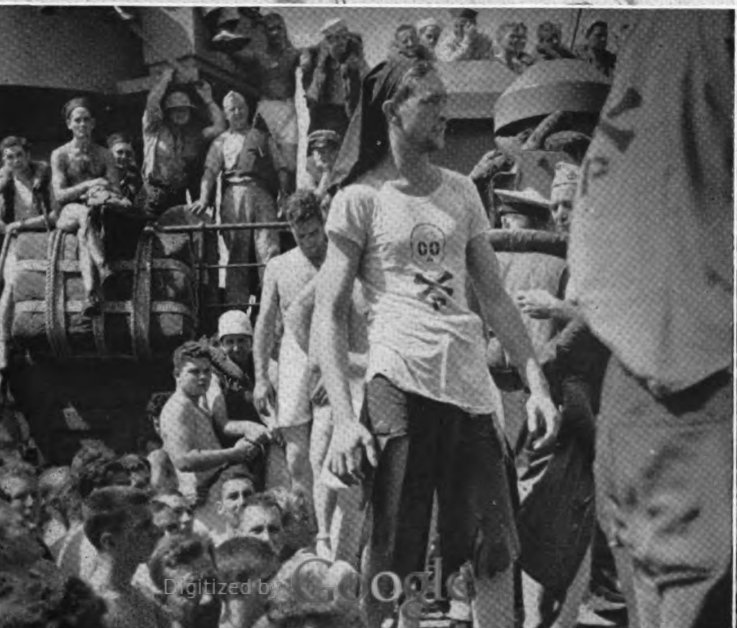
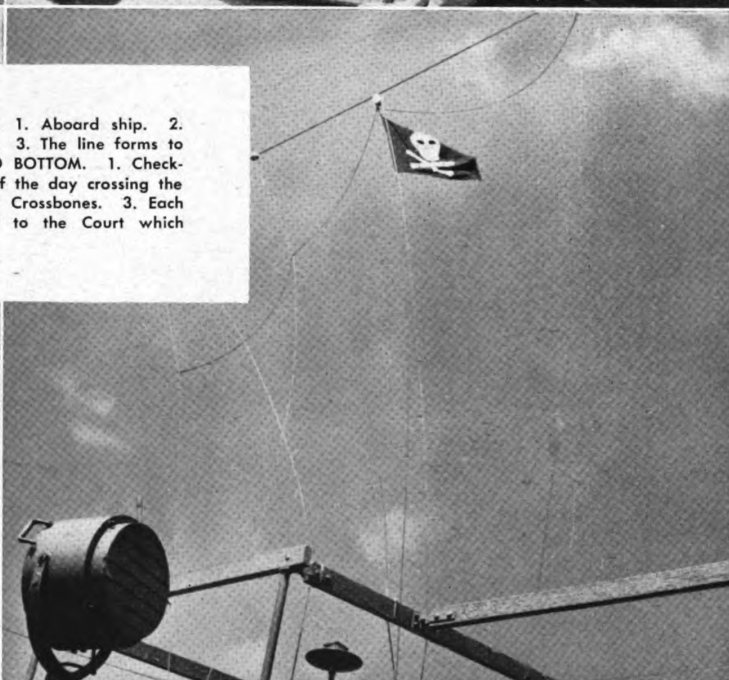


LIFE ABOARD THE PERIDA



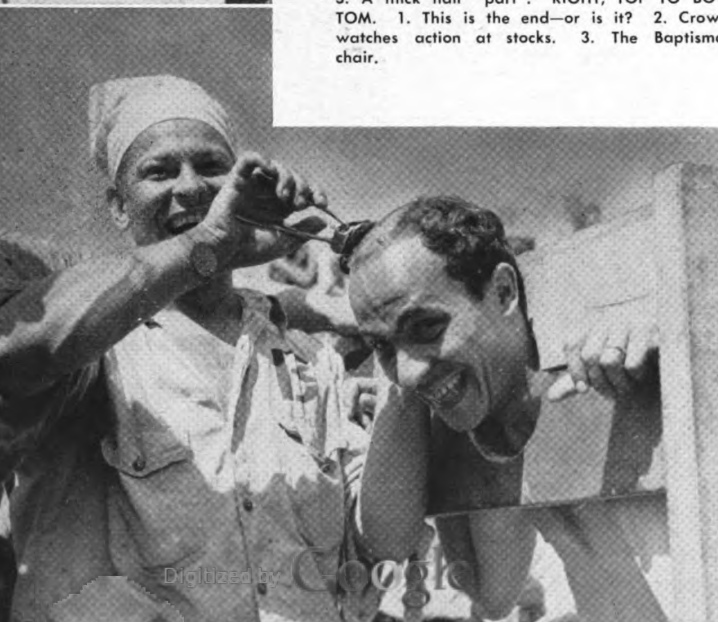


LEFT. TOP TO BOTTOM. 1. Aboard ship. 2. We look for the Equator. 3. The line forms to the left. RIGHT, TOP TO BOTTOM. 1. Checkers at sea. 2. The flag of the day crossing the Equator is the Skull and Crossbones. 3. Each man's case is presented to the Court which metes out punishments.





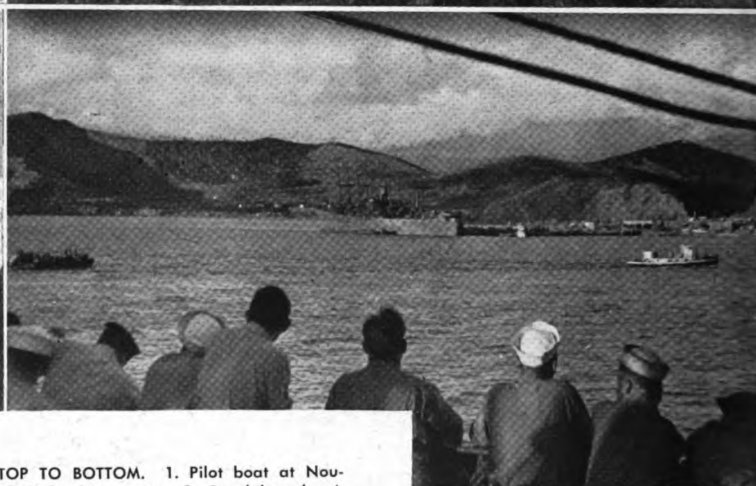
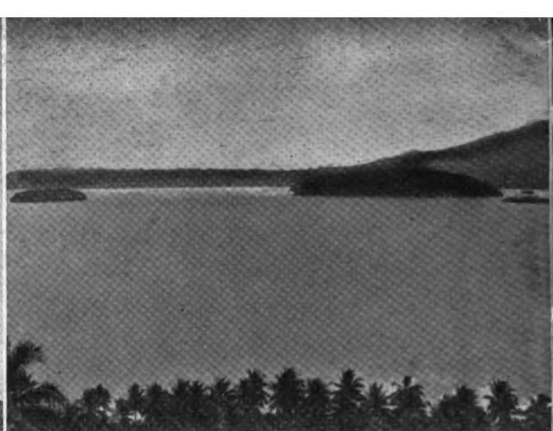
LEFT, TOP TO BOTTOM. 1. To the stocks for all Pollywogs. 2. Royal barbers give a trim. 3. A thick hair "part". RIGHT, TOP TO BOTTOM. 1. This is the end—or is it? 2. Crowd watches action at stocks. 3. The Baptismal chair.



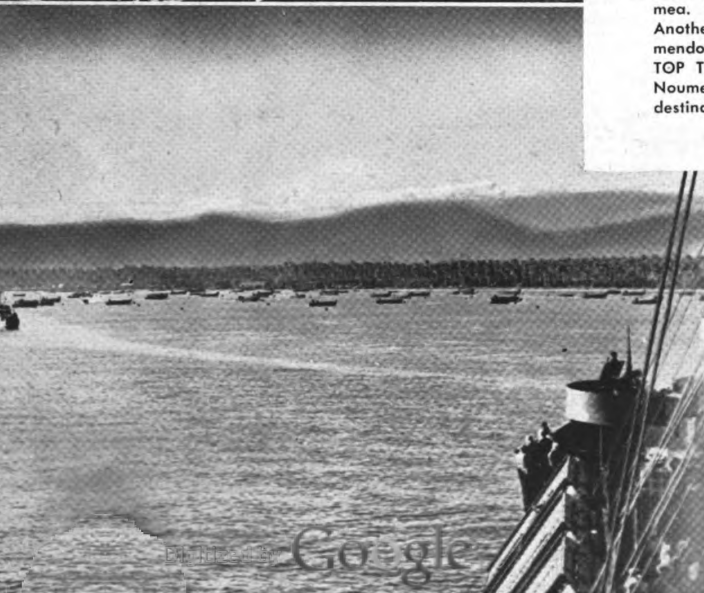


LEFT, TOP TO BOTTOM. 1. It won't be long now. 2. Going! 3. Going! RIGHT, TOP TO BOTTOM. 1. Gone! 2. Running the gauntlet on the last lap. 3. The officers indulge in a little horseplay.





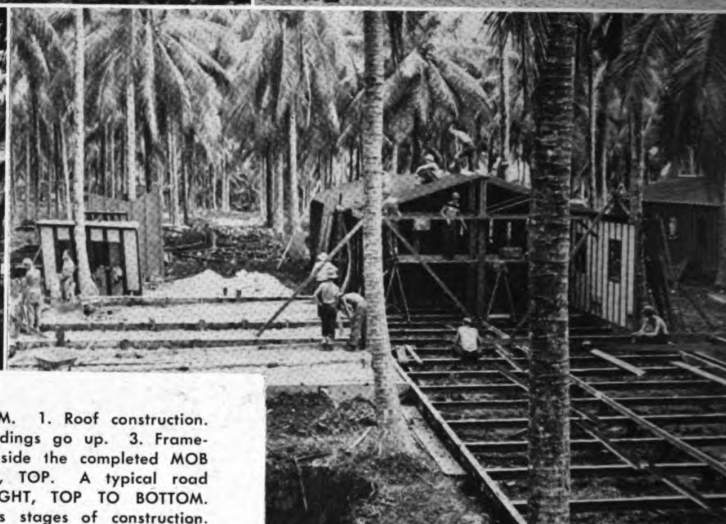
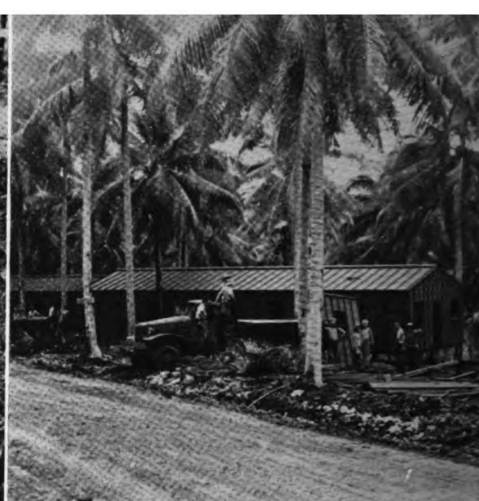
LEFT, TOP TO BOTTOM. 1. Pilot boat at Naumea. 2. Unloading cargo. 3. Guadalcanal. 4. Another view at Guadalcanal. CENTER. Tremendous explosion in Naumea Harbor. RIGHT, TOP TO BOTTOM. 1 & 2. Russell Islands. 3. Naumea harbor in view. 4. Cargo reaches its destination and is unloaded.



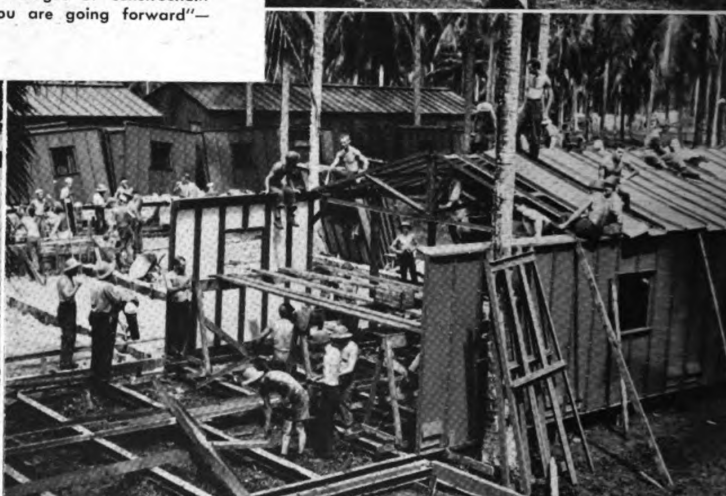
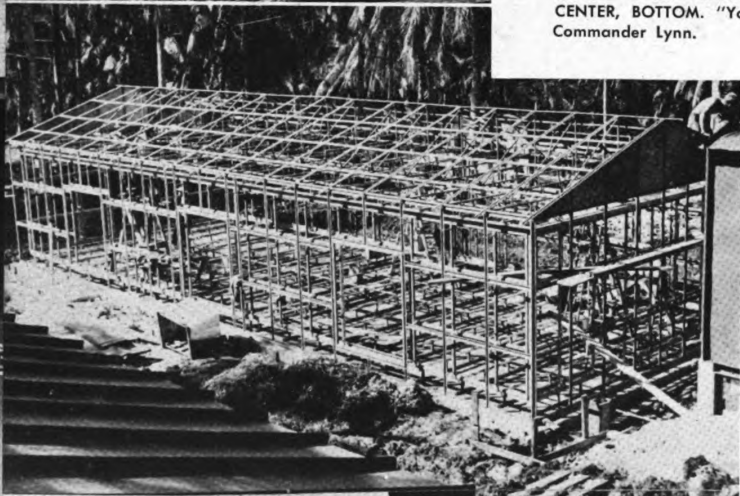


LEFT, TOP TO BOTTOM. 1. ABCD storage area. 2. Primary fill goes over the mud. 3 & 4. Medical Operating Base 10 construction gains momentum. RIGHT, TOP TO BOTTOM. 1. Typical mud road. 2. Finished road. 3. Start of a new building. 4. Substructure of medical building.



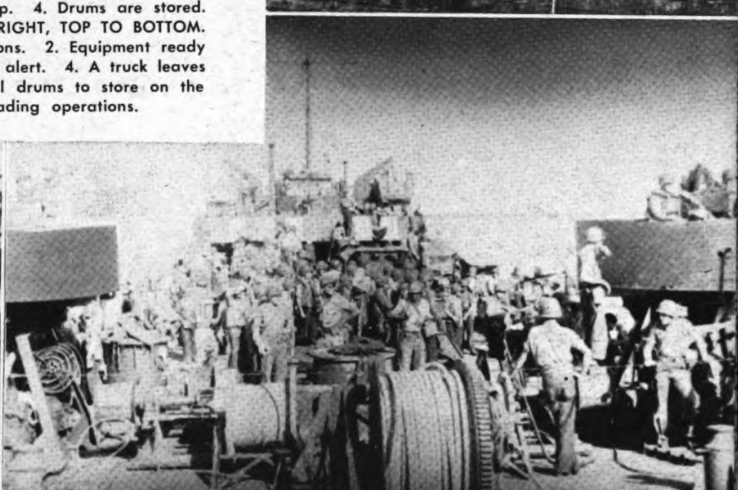


LEFT, TOP TO BOTTOM. 1. Roof construction. 2. More MOB 10 buildings go up. 3. Framework complete. 4. Inside the completed MOB 10 messhall. CENTER, TOP. A typical road before filling in. RIGHT, TOP TO BOTTOM. 1, 2, 3 & 4. Various stages of construction. CENTER, BOTTOM. "You are going forward"—Commander Lynn.





LEFT, TOP TO BOTTOM. 1. LSTs fly barrage balloons held at three thousand feet by strong steel cable. 2. Aboard an LST landing at Green Island. 3. Aboard ship. 4. Drums are stored. 5. A beach landing. RIGHT, TOP TO BOTTOM. 1. More barrage balloons. 2. Equipment ready to be beached. 3. An alert. 4. A truck leaves the ship. 5. Additional drums to store on the island. CENTER. Unloading operations.



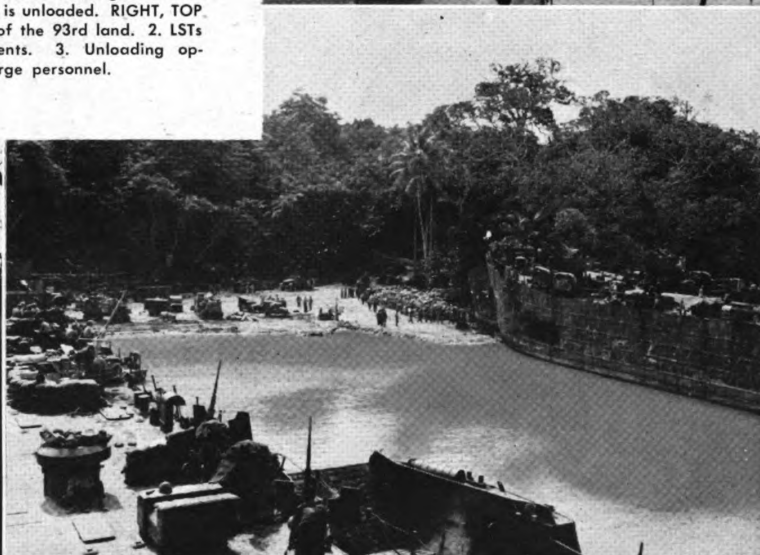


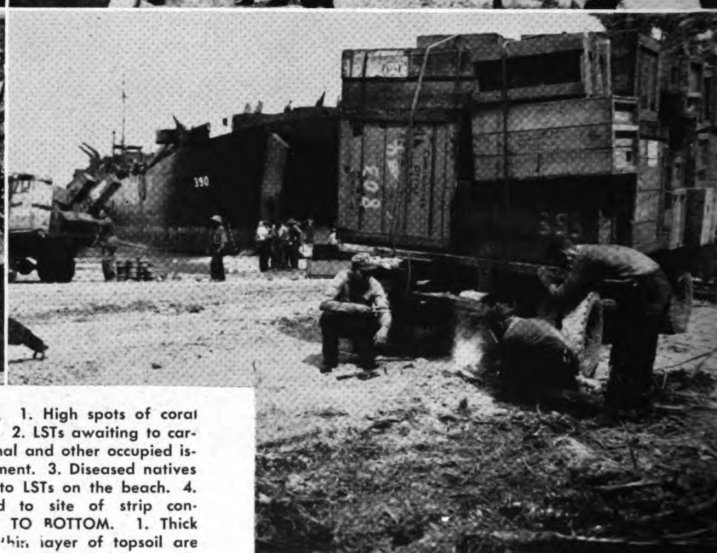
LEFT, TOP TO BOTTOM. 1. Ready to "welcome" the Japs. 2. Bulldozer clears a path. 3. Abandoned cocoanut plantation cleared for airstrip. 4. Time out to eat. CENTER, TOP. Bulldozers in action. RIGHT, TOP TO BOTTOM. 1. Initial landing. 2. Clearance area enlarges. 3 & 4. Grading machinery moves in.



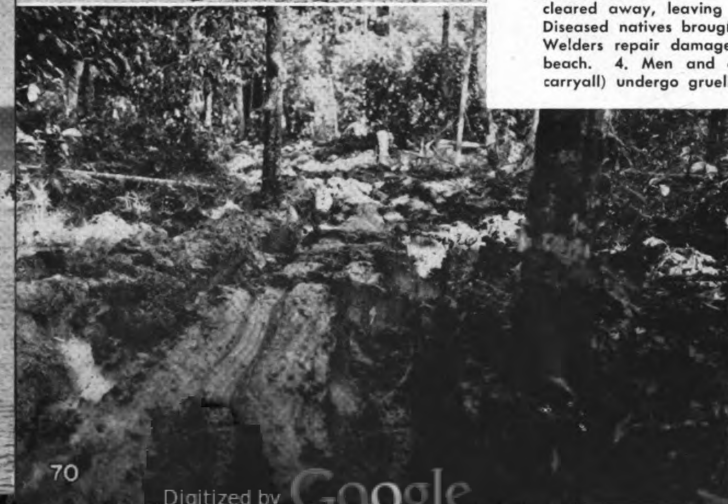


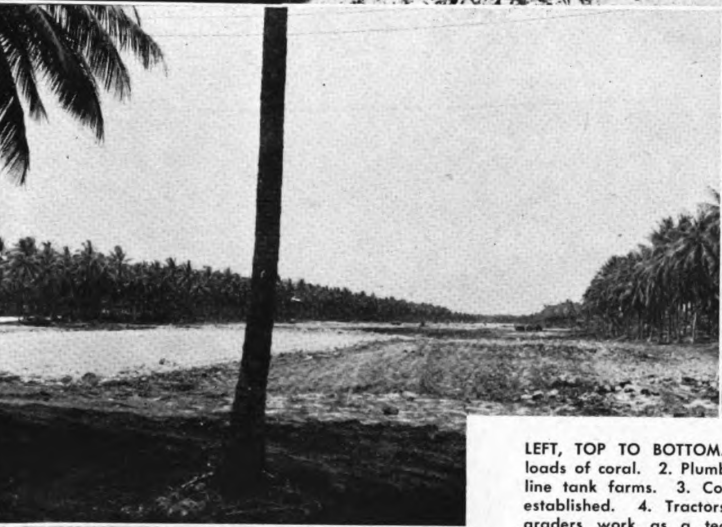
LEFT, TOP TO BOTTOM. 1. 2 & 3. Later echelons arrive at Green Island. 4. Personal gear of advance echelon members is unloaded. RIGHT, TOP TO BOTTOM. 1. More of the 93rd land. 2. LSTs bring later reinforcements. 3. Unloading operations. 4. LSTs engage personnel.



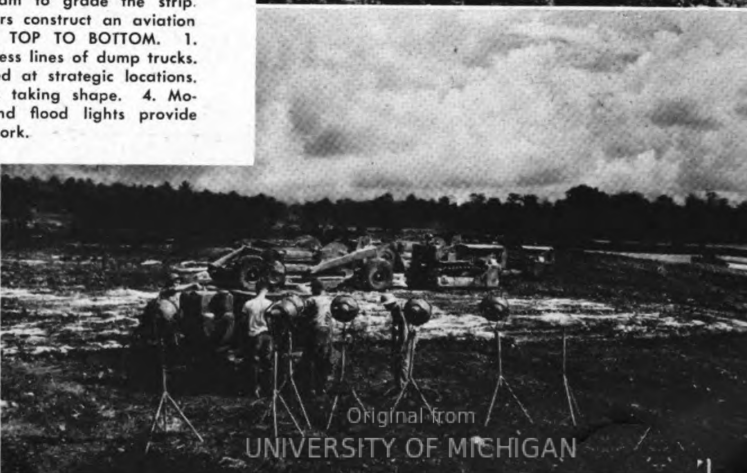


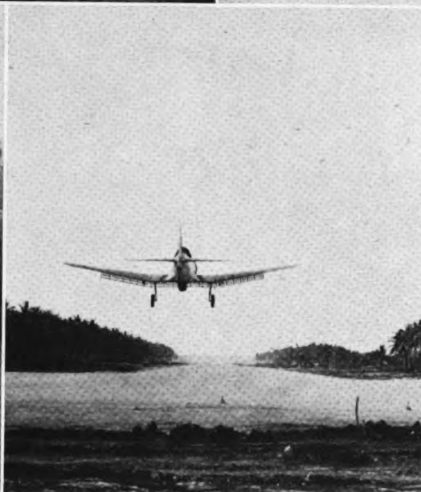
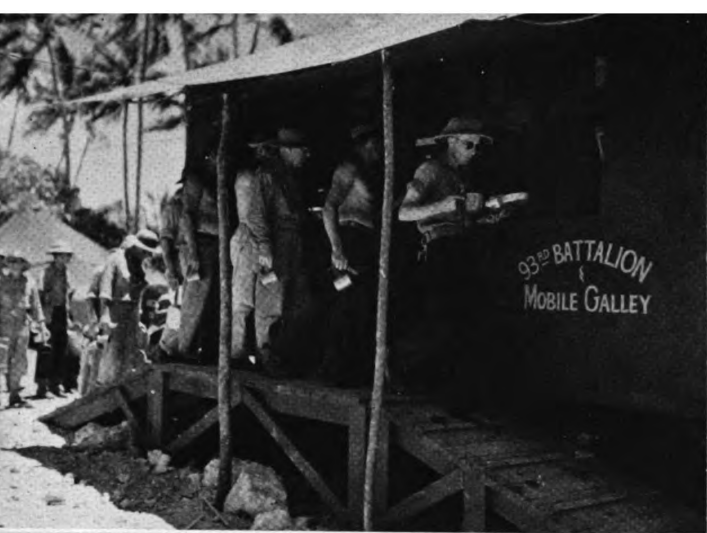
LEFT, TOP TO BOTTOM. 1. High spots of coral base are blasted away. 2. LSTs awaiting to carry natives to Guadalcanal and other occupied islands for medical treatment. 3. Diseased natives transferring from LCTs to LSTs on the beach. 4. Temporary access road to site of strip construction. RIGHT, TOP TO BOTTOM. 1. Thick jungle vegetation and this layer of topsoil are cleared away, leaving a solid coral base. 2. Diseased natives brought to beach by LCTs. 3. Welders repair damaged trailer tongue on the beach. 4. Men and equipment (such as this carryall) undergo grueling punishment.





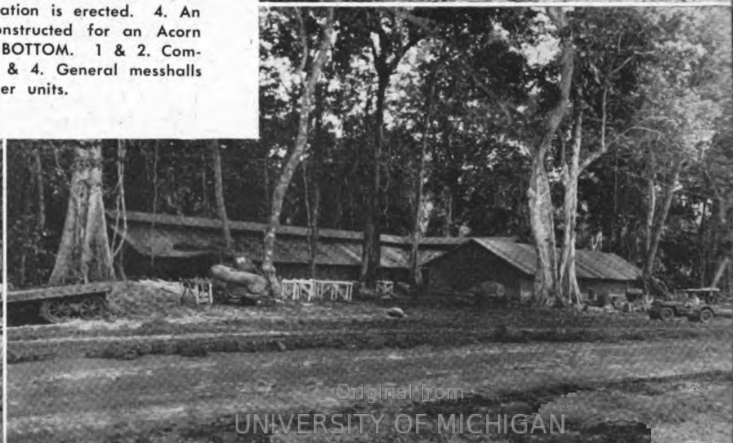
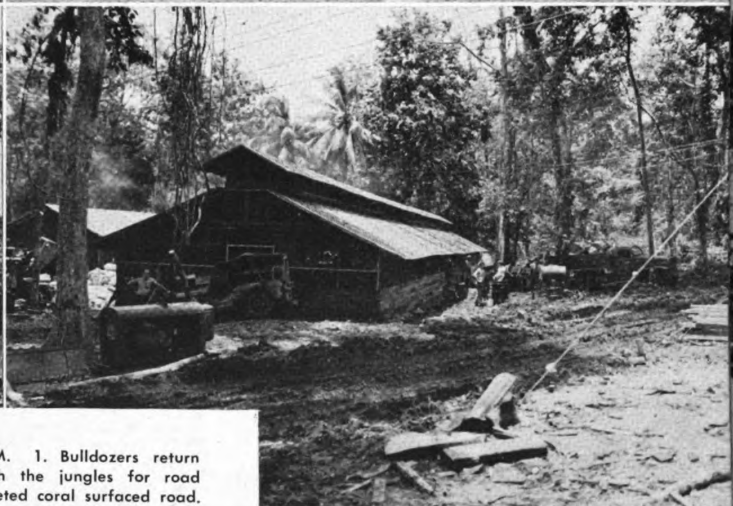
LEFT, TOP TO BOTTOM. 1. Trucks dump their loads of coral. 2. Plumbers build aviation gasoline tank farms. 3. Correct grading levels are established. 4. Tractors, carryalls, rollers and graders work as a team to grade the strip. CENTER, TOP. Carpenters construct an aviation control tower. RIGHT, TOP TO BOTTOM. 1. Power shovels load endless lines of dump trucks. 2. Coral pits are opened at strategic locations. 3. The strip-to-be starts taking shape. 4. Mobile generator units and flood lights provide illumination for night work.



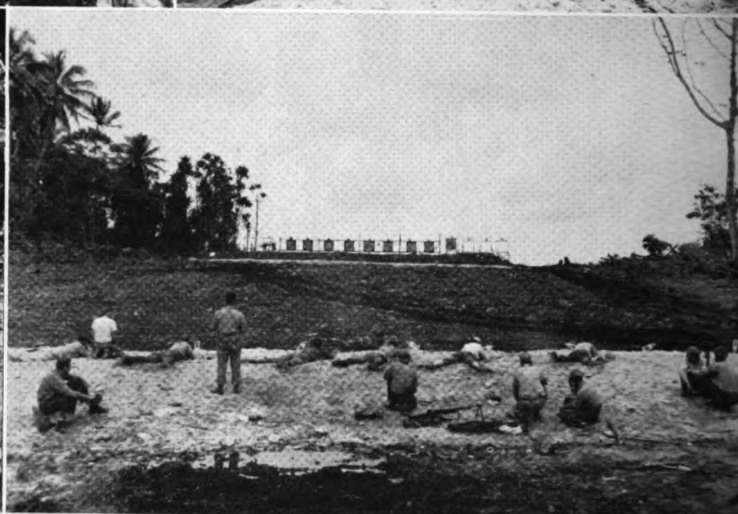


LEFT, TOP TO BOTTOM. 1. First mobile galley constructed in the Pacific provides hot meals. 2. First plane to land is a disabled Corsair. 3. The strips from the air. 4. First cargo plane lands, bearing nurse. CENTER. SBD (dive bomber) landing. RIGHT, TOP TO BOTTOM. 1. Line at mobile galley. 2. Marines service and repair grounded ship. 3 & 4. Air views.



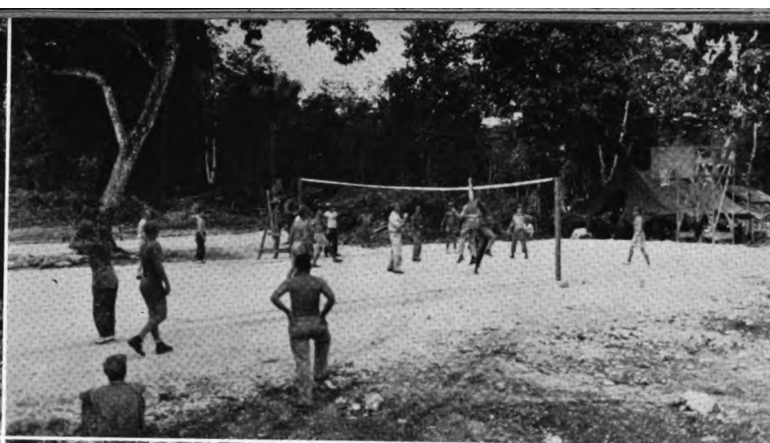
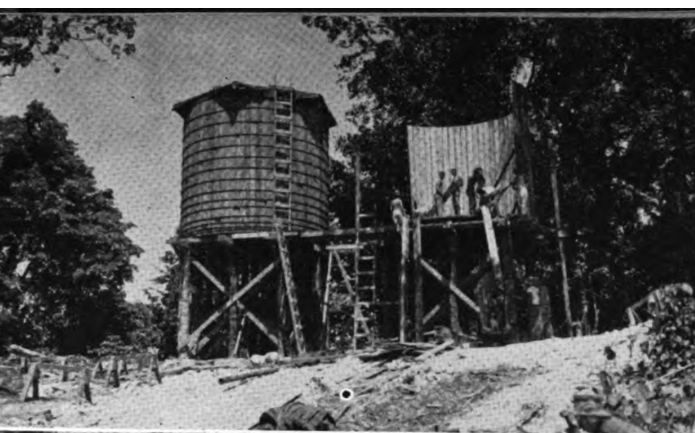


LEFT, TOP TO BOTTOM. 1. Bulldozers return to blaze trails through the jungles for road construction. 2. Completed coral surfaced road. 3. A communications station is erected. 4. An officers' messhall is constructed for an Acorn unit. RIGHT, TOP TO BOTTOM. 1 & 2. Completed coral roads. 3 & 4. General messhalls are constructed for other units.



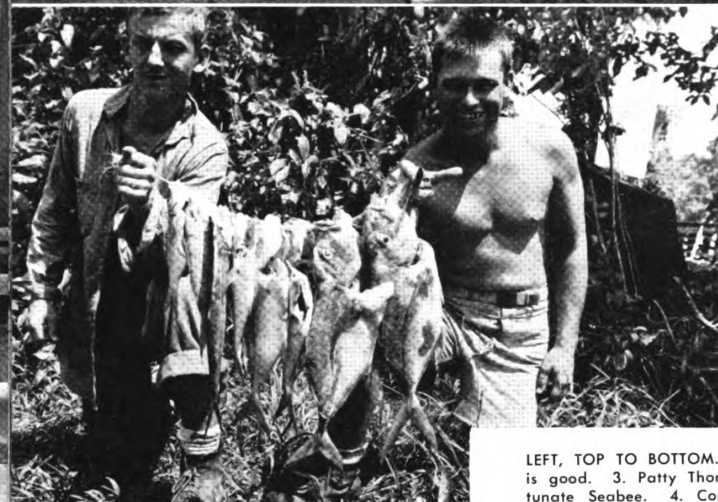
LEFT, TOP TO BOTTOM. 1. Large obstacles must be removed. 2. Brackish water for showers is furnished by this pump and well. 3. Stills, such as this, were the only source of fresh water. 4. A new source of fresh water supply—a concrete lined water catchment to hold rain water. CENTER, TOP. Power lines are strung—Coca Cola bottles make excellent insulators. RIGHT, TOP. 1 & 2. In preparation for any eventuality, each platoon fires on an improvised rifle range. 3. Morale builders—a movie area and baseball diamond (rear). 4. Officers fire their automatic pistols.





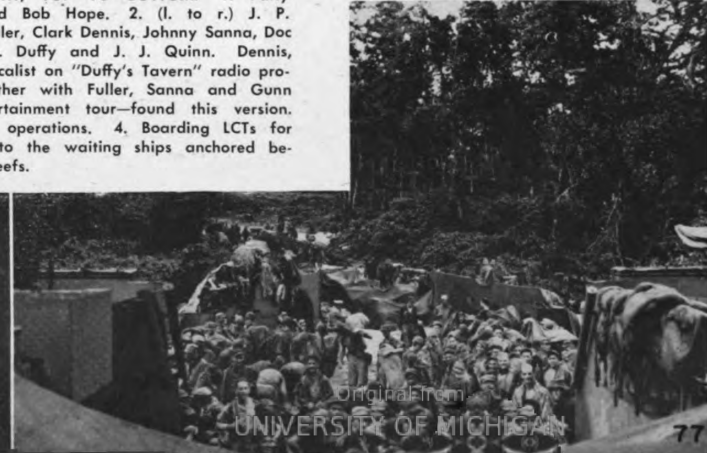
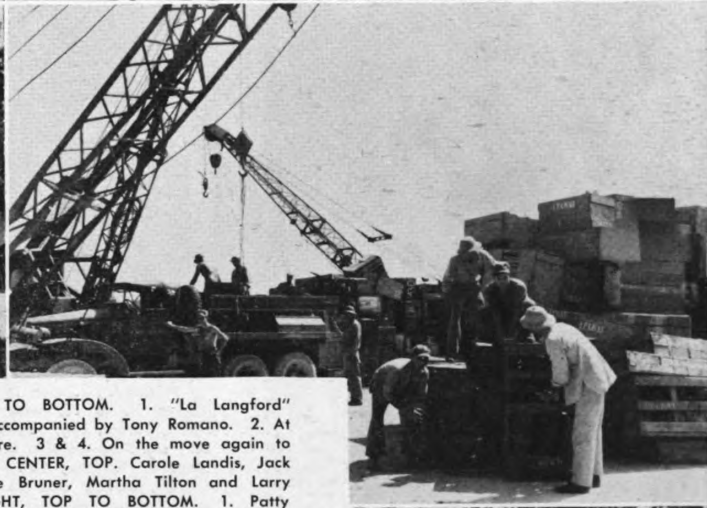
LEFT, TOP TO BOTTOM. 1. Wooden tanks purify and store the rain water piped from the catchment. 2. Action shot of baseball game. RIGHT, TOP TO BOTTOM. 1. Volleyball. 2. Basketball. AT BOTTOM. The 93rd's victorious baseball team Navy League champions.



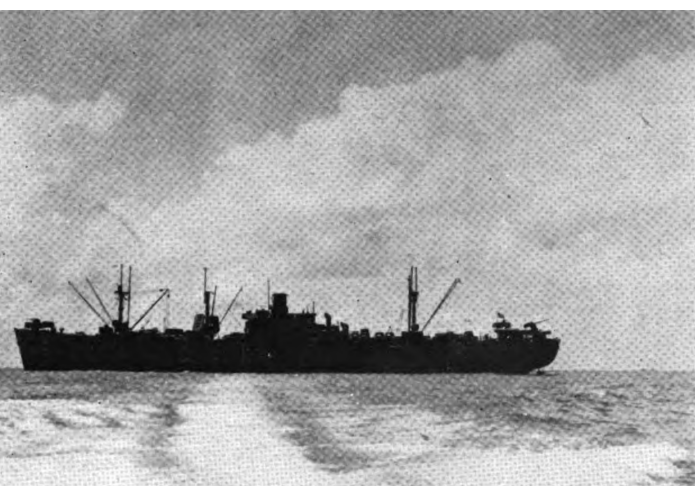


LEFT, TOP TO BOTTOM. 1. Boxing. 2. Fishing is good. 3. Patty Thomas dances with a fortunate Seabee. 4. Commander Lynn presents athletic awards. RIGHT, TOP TO BOTTOM. 1. Seabee, Army, Navy and Marine participants in a 93rd boxing show. 2. (l. to r.) Jerry Colonna, Bob Hope, Frances Langford, Tony Romano, Patty Thomas and Barney Dean. 3. 93rd's island-famous dance band. 4. Make believe—Bob gets a Zero.





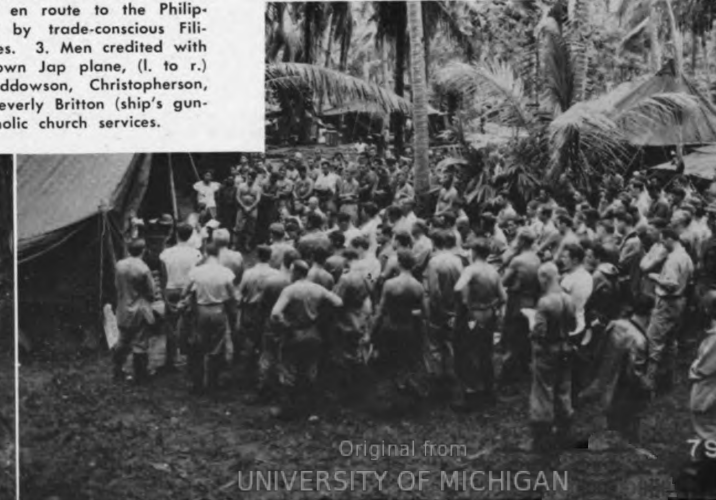
LEFT, TOP TO BOTTOM. 1. "La Langford" gives out accompanied by Tony Romano. 2. At the drugstore. 3 & 4. On the move again to Beach 34. CENTER, TOP. Carole Landis, Jack Benny, June Bruner, Martha Tilton and Larry Adler. RIGHT, TOP TO BOTTOM. 1. Patty Thomas and Bob Hope. 2. (l. to r.) J. P. Duffy, J. Fuller, Clark Dennis, Johnny Sanna, Doc Gunn, J. E. Duffy and J. J. Quinn. Dennis, formerly vocalist on "Duffy's Tavern" radio program, together with Fuller, Sanna and Gunn made entertainment tour—found this version. 3. Loading operations. 4. Boarding LCTs for short trip to the waiting ships anchored beyond the reefs.

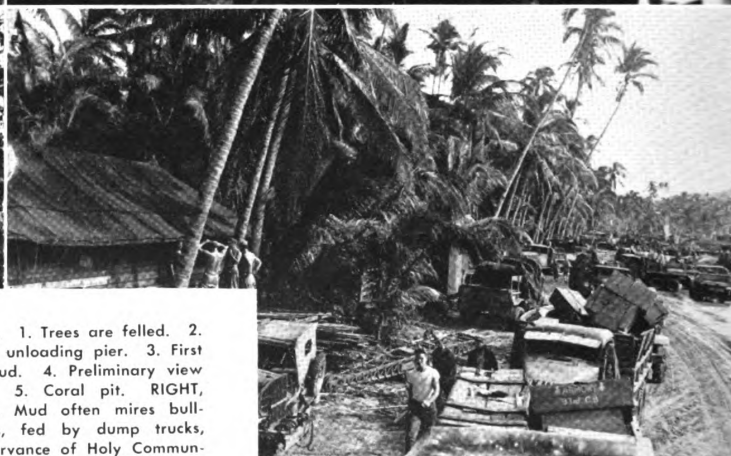


LEFT, TOP TO BOTTOM. 1. The USS Middlemas. 2. Hollandia beach party. 3. Aboard a sunken Jap barge in Humboldt Bay. 4. Visiting the 102nd C. B. Battalion's Chapel. RIGHT, TOP TO BOTTOM. 1. Men sailing aboard the Middlemas (l. to r.), kneeling—Babb, Warnecke, Myers, Farber, Fay, Shenk, Hoyt, and Widdowson; standing—Captain R. Stenman (ship's captain), Lt. Huggins, Sowell, Jennings, Reynolds, Corbell, Daniell and Christopherson. 2. Hollandia beach party. 3. The end of a day's frolic. Back to the ship. 4. Being entertained by two "smart" New Guinea natives.

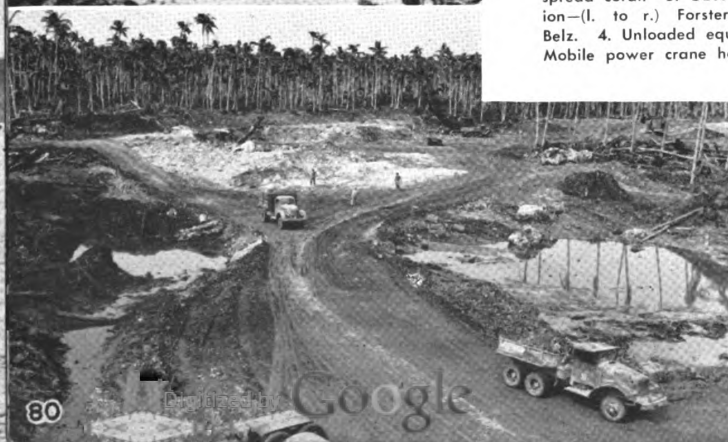


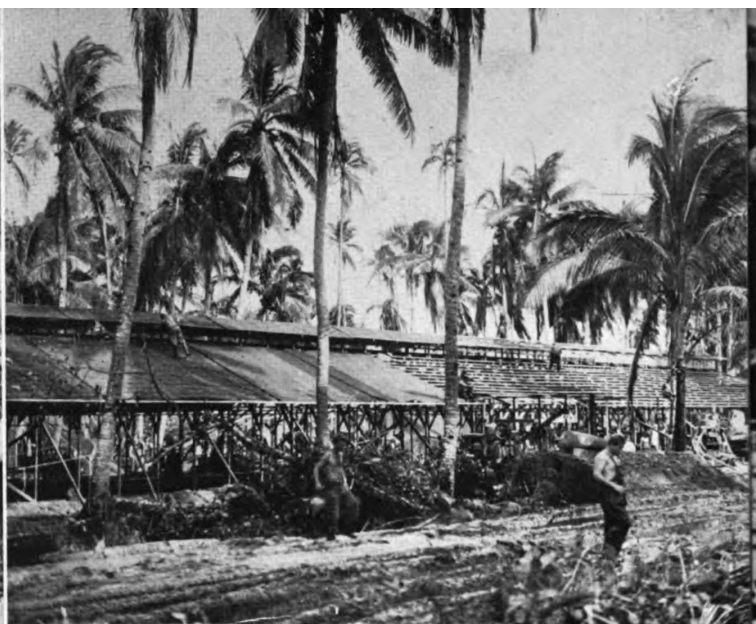
LEFT, TOP TO BOTTOM. 1. Commander L. C. Farley (ship's captain) and Commander Lynn. 2. Loaded barges circle the Cape Johnson in Leyte Gulf on morning of 14 November. 3. Landing at Samar on morning of 15 November. 4. Pup tents provide sleeping quarters for first few nights at Samar. RIGHT, TOP TO BOTTOM. 1. Convoy en route to the Philippines. 2. Welcomed by trade-conscious Filipinos in dugout canoes. 3. Men credited with assists in shooting down Jap plane, (l. to r.) Reynolds, Sowell, Widdowson, Christopherson, Fay, Farber and Lt. Beverly Britton (ship's gunnery officer). 4. Catholic church services.



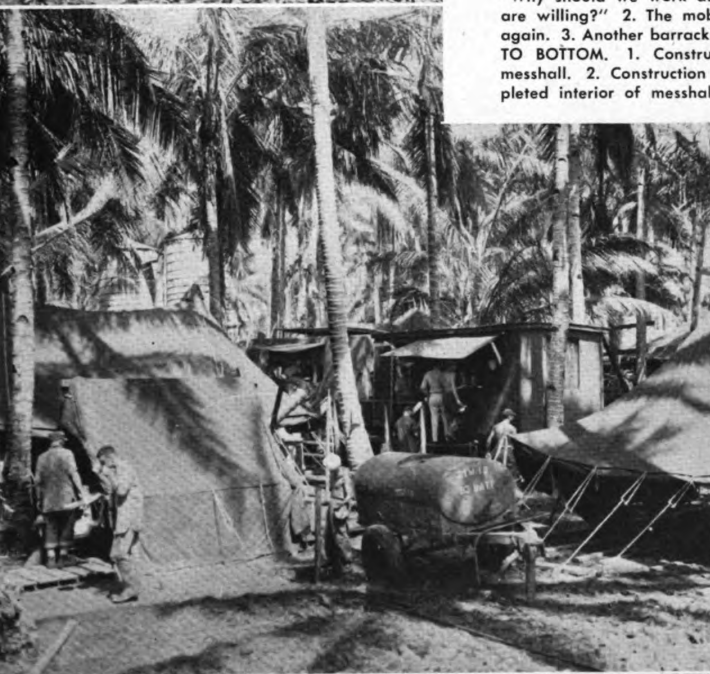


LEFT, TOP TO BOTTOM. 1. Trees are felled. 2. Construction of an LST unloading pier. 3. First fill becomes sea of mud. 4. Preliminary view of an air-strip-to-be. 5. Coral pit. RIGHT, TOP TO BOTTOM. 1. Mud often mires bulldozers. 2. Bulldozers, fed by dump trucks, spread coral. 3. Observance of Holy Communion—(l. to r.) Forster, Chaplain Hebert and Belz. 4. Unloaded equipment litters beach. 5. Mobile power crane helps remove tree stumps.





LEFT, TOP TO BOTTOM. 1. Tolo and Regano: "Why should we work as long as the Filipinos are willing?" 2. The mobile galleys are in use again. 3. Another barracks goes up. RIGHT, TOP TO BOTTOM. 1. Construction of a mammoth messhall. 2. Construction of barracks. 3. Completed interior of messhall.



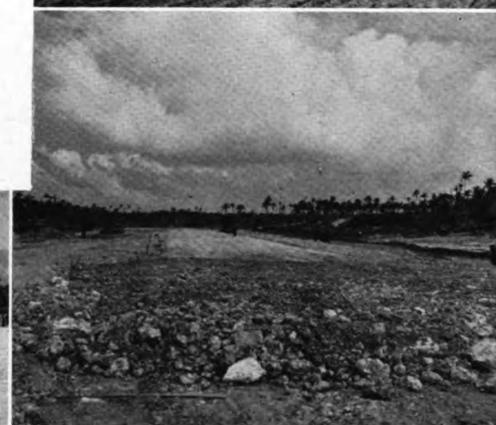


LEFT, TOP TO BOTTOM. 1, 2 & 3. It takes a lot of coral to fill a swamp. 4. Pumping out a flooded area. 5. "Help! I'm stuck," one bulldozer operator to another. RIGHT, TOP TO BOTTOM. 1. More swamp to be made into an airstrip. 2. Cutting away a high spot. 3. Corrected levels established. 4. Swamp is pushed aside. 5. Men are fed sandwiches and coffee on the job to save time.





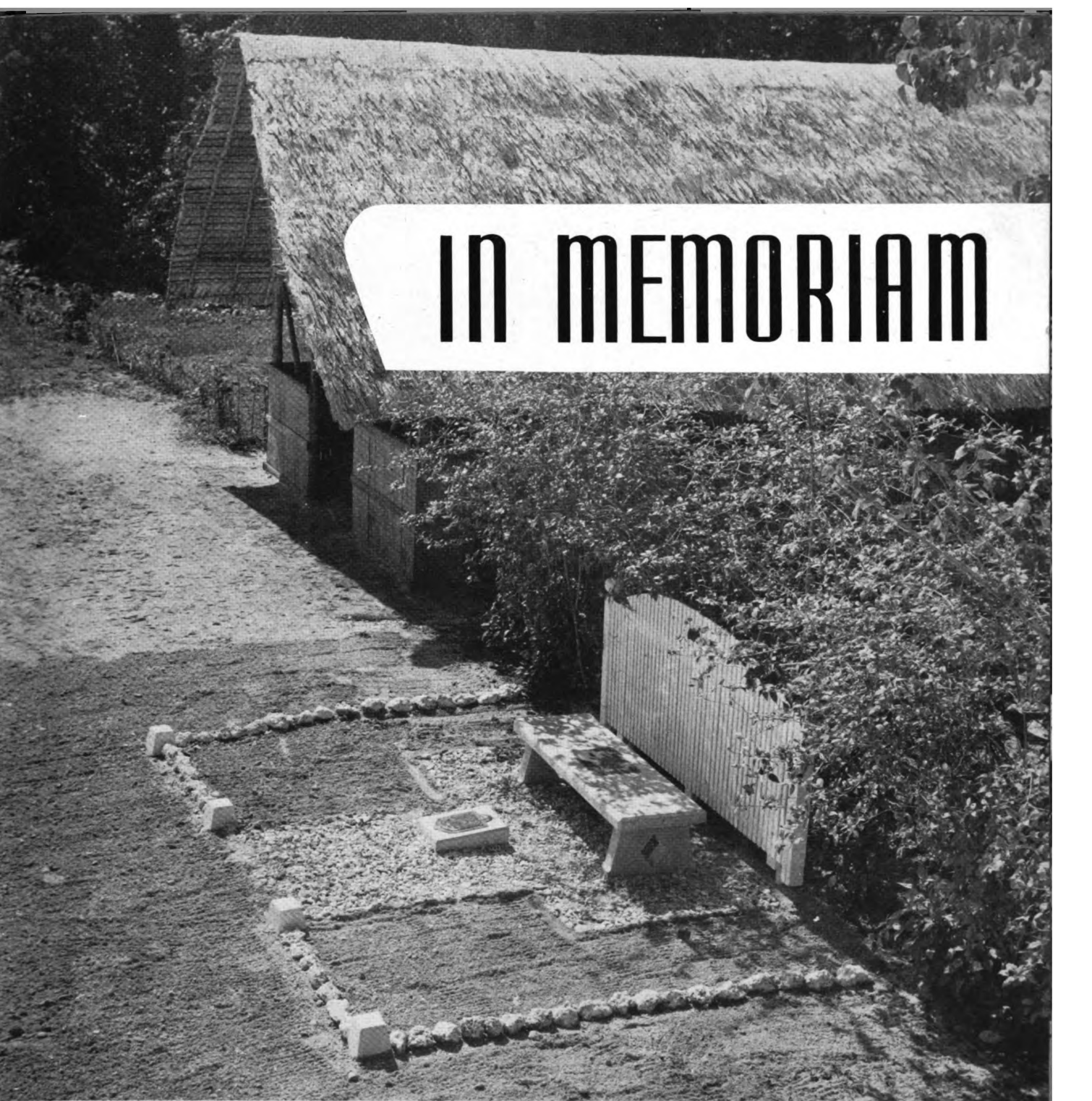
LEFT, TOP TO BOTTOM. 1. Lakes form on each side of the fill. 2. The strip takes shape. 3. Towers mounting flood lights provide illumination for round-the-clock work. 4. Machinery could not take it; men could. 5. First white woman to arrive is a nurse on a plane. CENTER, TOP TO BOTTOM. 1. Three weeks after start of construction, loaded cargo planes land on strip "impossible" to build. 2. Twelve days from start of construction, Fairchild Cub lands. 3. G.I. cans fitted with spigots and placed in boxes lined with coconut husks are kept filled with ice water for the crews. RIGHT, TOP TO BOTTOM. 1, 2 & 3. Graders and rollers add the final touches. 4. The mobile galley is taken to the strip where the 93rd feeds all transient flying personnel. 5. McCranie services the plane under watchful scrutiny of a dubious Filipino.





IOP. Heavily loaded trucks form the funeral procession. CENTER, LEFT. Chaplains Ball and Buckley conduct joint funeral services. CENTER, RIGHT. The battalion pays its last respects to five comrades. BOTTOM. Chaplain Ball conducts funeral services for Curtis, of the 93rd, and Coates, of another unit, at Tacloban Cemetery.





IN MEMORIAM

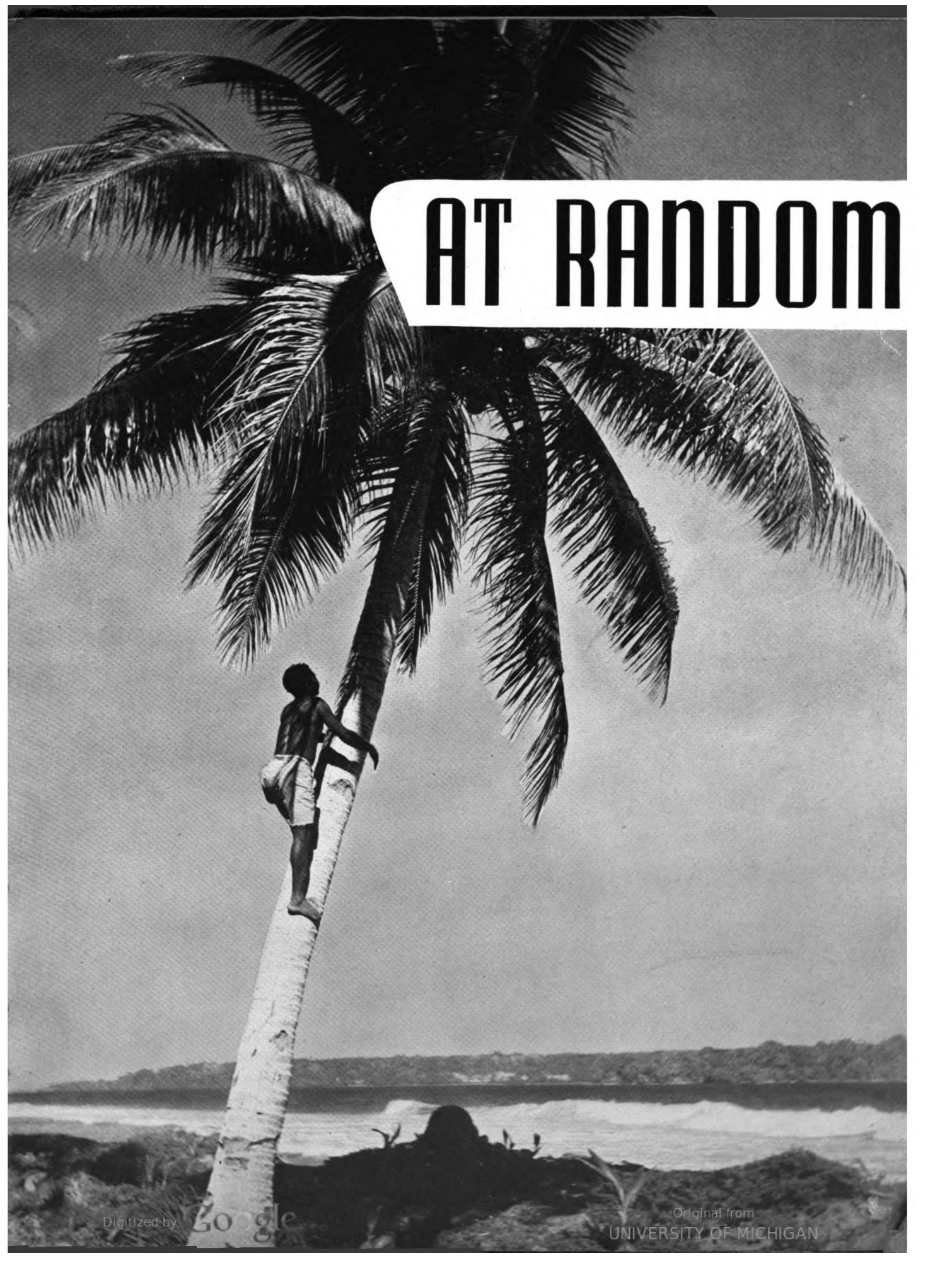


I AM the resurrection and the life, saith the Lord: He that believeth in me, though he were dead, yet shall he live: and whosoever liveth and believeth in me, shall never die.

—*John 11: 25, 26.*

CURTIS, CHARLES LAWRENCE
SANCHEZ, FRANK
SHACKELFORD, DONALD EDWARD

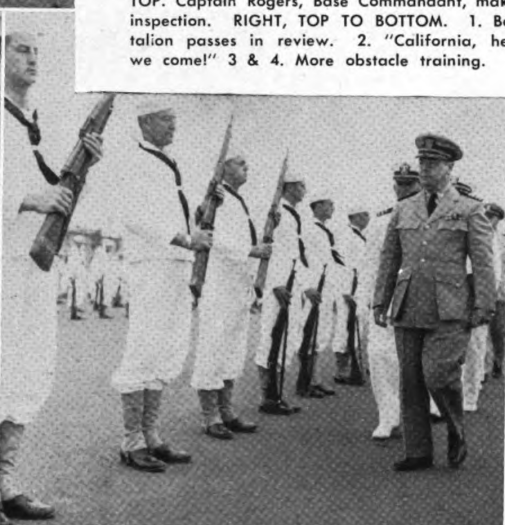
SIMMONS, MANCER WILLIAM
SOWA, JOSEPH HENRY
WALTERS, DAVID JOHN
ZORN, ANDREW, JR.

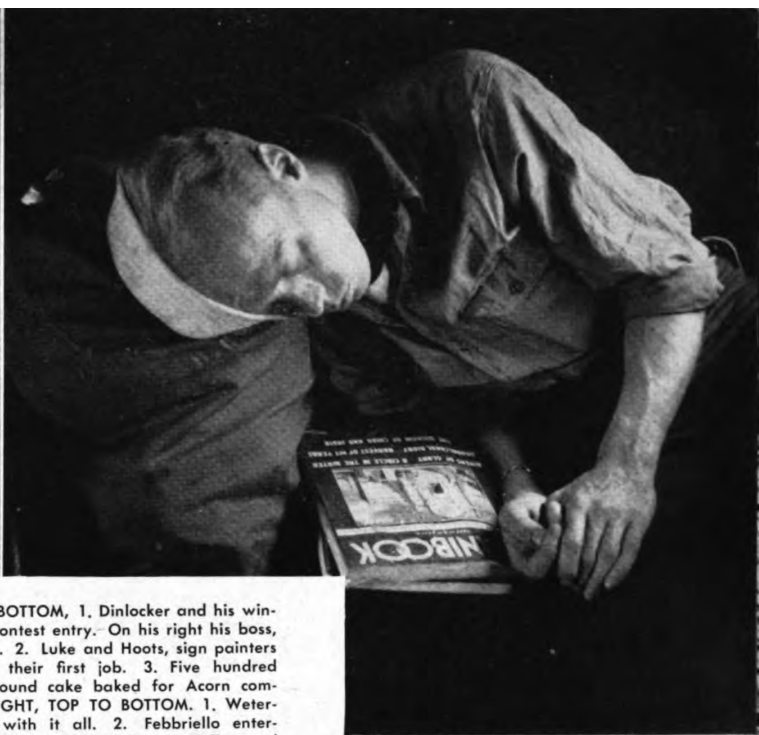
A black and white photograph of a person climbing a palm tree on a beach. The person is seen from the back, wearing light-colored shorts, and is positioned on the trunk of a tall palm tree. The tree's fronds spread out against a clear sky. In the background, a beach with waves and a distant shoreline is visible. The title 'AT RANDOM' is overlaid in a white, rounded rectangular box in the upper right.

AT RANDOM

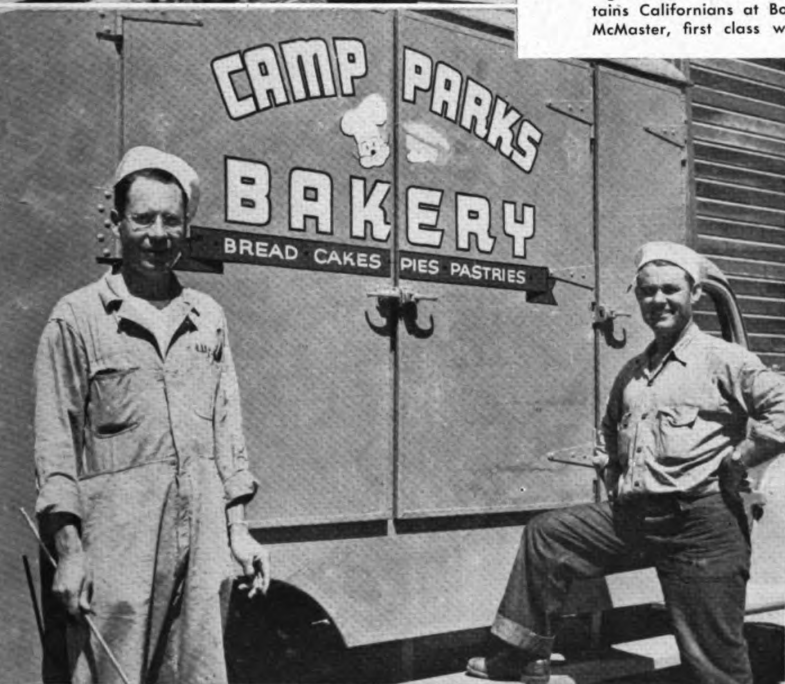


LEFT, TOP TO BOTTOM. 1. Commander Lynn and his staff inspect battalion in dress review at Camp Endicott, Rhode Island. 2. Leaving for California. 3, 4 & CENTER, BOTTOM. Obstacle course, Camp Parks, California. CENTER, TOP. Captain Rogers, Base Commandant, makes inspection. RIGHT, TOP TO BOTTOM. 1. Battalion passes in review. 2. "California, here we come!" 3 & 4. More obstacle training.





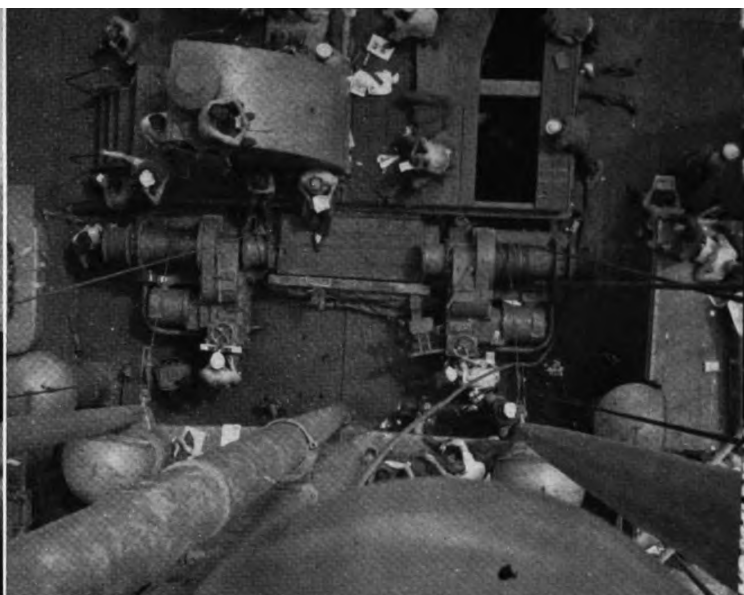
LEFT, TOP TO BOTTOM, 1. Dinlocker and his winning emblem contest entry. On his right his boss, W. O. Benriter. 2. Luke and Hoots, sign painters de luxe, and their first job. 3. Five hundred ninety-three pound cake baked for Acorn commissioning. RIGHT, TOP TO BOTTOM. 1. Wetering is bored with it all. 2. Febbiello entertains Californians at Bond rally. 3. Cullen and McMaster, first class washer-women.





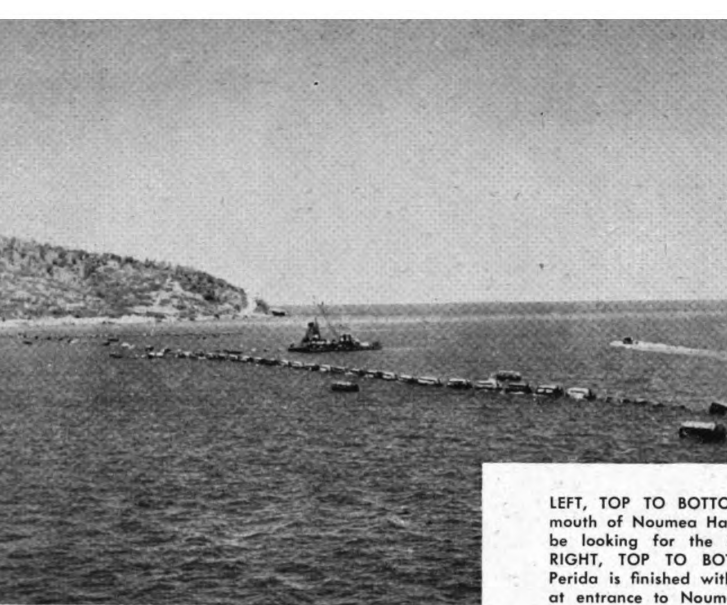
LEFT, TOP TO BOTTOM. 1. Officers organize Boar's Nest Club. 2. Color Guard in Ventura parade. 3. Dinlocker makes sketches. RIGHT, TOP TO BOTTOM. 1. Elbaum never shaves. 2. Willie Spellacy, former Ohio State Bantam Weight Champion, who fought under name of Sullivan. 3. Van Cura finds keeping clean aboard ship a problem.



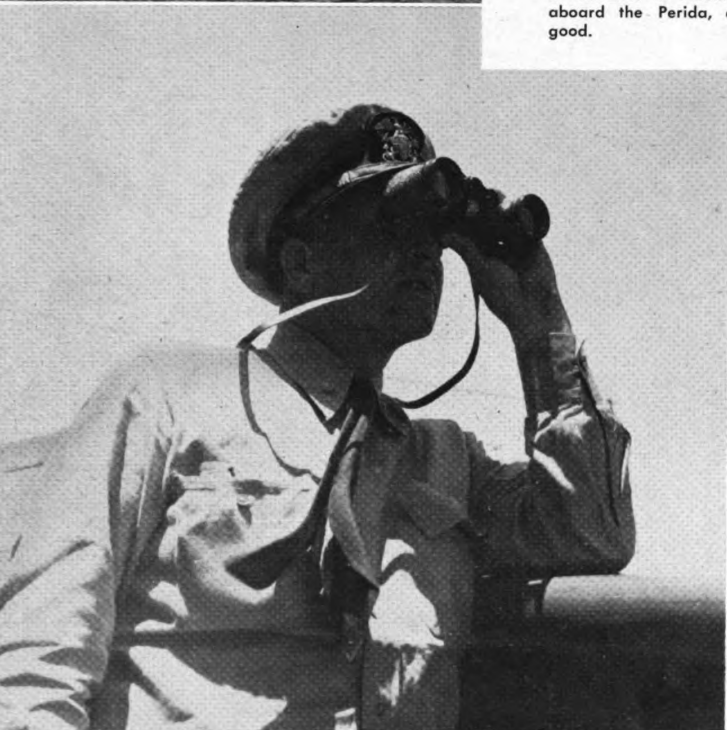


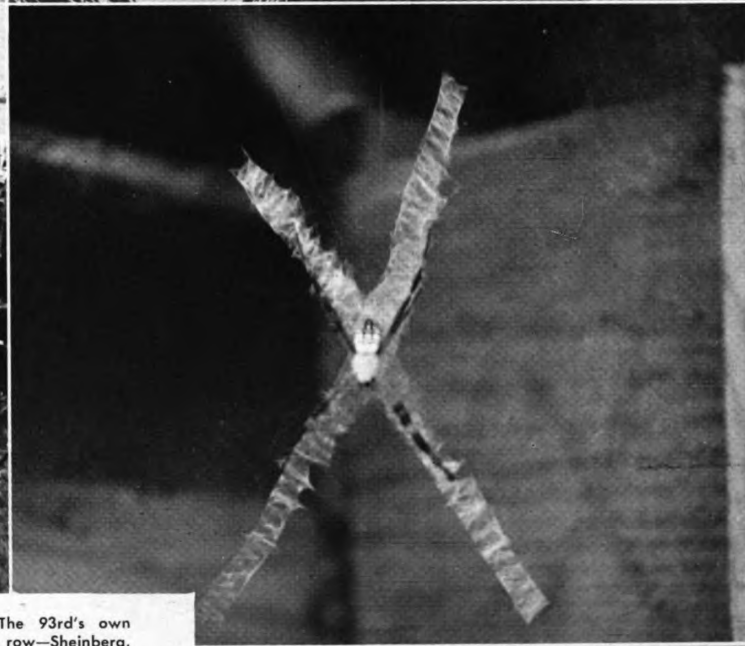
LEFT, TOP TO BOTTOM. 1. Gunnery drill aboard the Perida. 2. One of many ring contests held aboard ship. 3. King Neptune's High Court affines punishments on all Pollywogs. RIGHT, TOP TO BOTTOM. 1. Looking down from the crow's nest. 2. All haircuts are free today. 3. Horseplay preceding initiation ceremonies.



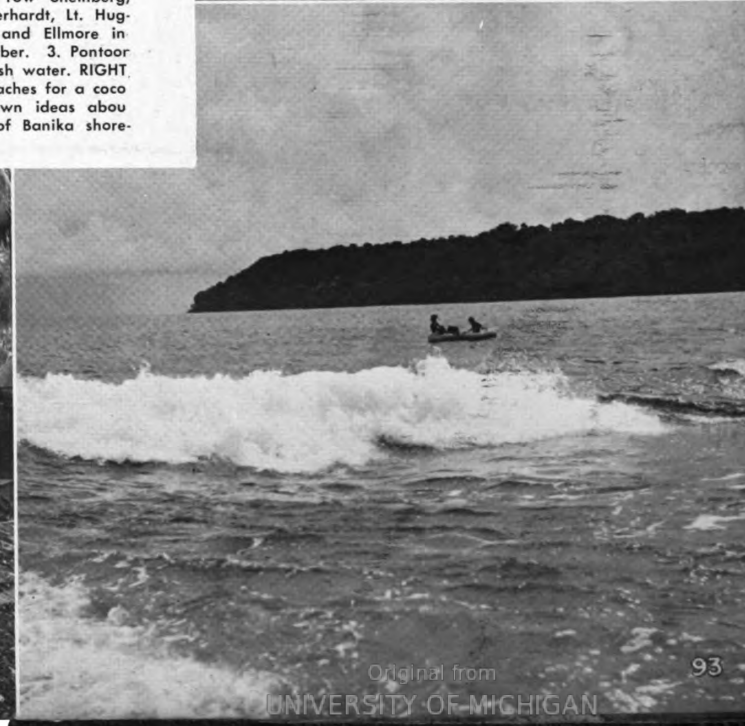


LEFT, TOP TO BOTTOM. 1. Submarine net at mouth of Noumea Harbor. 2. The skipper must be looking for the Equator. 3. Guadalcanal. RIGHT, TOP TO BOTTOM. 1. The unloaded Perida is finished with the 93rd. 2. Lighthouse at entrance to Noumea Harbor. 3. After food aboard the Perida, even jungle rations taste good.





LEFT, TOP TO BOTTOM. 1. The 93rd's own banking industry (l. to r.); front row—Sheinberg, Falk and Hoyt. Rear row, Gerhardt, Lt. Huggins and Sowell. 2. Stevens and Ellmore inspect wreckage of crashed bomber. 3. Pontoon tanks used as reservoirs for fresh water. RIGHT, TOP TO BOTTOM. 1. Kimlin reaches for a coconut. 2. This spider has its own ideas about being on Island X. 3. View of Banika shoreline.



GREEN ISLAND WORK

N.Z.-CAPTURED TERRITORY

SYDNEY, Feb. 27.

Within 24 hours of the New Zealand landing at Green Island, Northern Solomons, American Naval Construction Battalions began the task of converting the newly-captured territory into a formidable base. The operation resulting in the capture of the island was designed to eliminate an enemy barge depot supplying 10,000 Japanese still on Buka and Bougainville. Within four days of the landing miles of road had been built and numerous other installations completed. Work is proceeding on a round-the-clock schedule.

Japanese Cut Off

"The landing on the Green Islands brings our forces within 120 miles of Rabaul and 230 miles of Kavieng, the remaining two Japanese strong points in the South Pacific. It also completes the encirclement of the Bougainville-Buka Island group, and effectively cuts off the Japanese on those islands from aid from their more northern bases. The landing is another step toward the elimination of the Japanese from the South Pacific."

New Zealand engineers and American Construction Battalions performed miracles in the preparation of roads and in clearing away sections of the bomb-studded bush near the landing beaches. By the end of the day the New Zealanders and supporting American units were firmly established.

The Japanese discovered the large invading convoy going to Nissan in the early hours, and bombed some ships two hours before dawn. The convoy was the biggest ever used by the New Zealanders in South Pacific operations. In the light of day, Japanese bombers reappeared, and two were downed by anti-aircraft fire and one by a fighter pilot. No Japanese aircraft returned all day.

Probably the Japanese ground forces on Nissan Island at the time of the landing were less than 100 strong. Most of these, according to native reports, were near the site of the old Roman Catholic mission at the southern end of Nissan, but there were several enemy barges on the lagoon. Gunboats proved their utility later in the day by plastering moving enemy barges in the vicinity of a known Japanese point of concentration. These, however, were the only signs of fighting as most of the troops established their perimeter for the night.

JAPS. SURPRISED GREEN ISLANDS MOVE

N.Z. BATTALION IN LEAD

N.Z.E.F. Official War Correspondent

N.Z. PACIFIC HDQS., Feb. 15

A battalion of New Zealanders which pushed its commando raid to Nissan a fortnight ago was the first in this morning's invasion of the Green Islands. Knowing the narrow channel through the west coast and the nature of the beach for the landing, they established a beachhead in spite of strenuous enemy efforts to dislocate the landing organisation by bombing and strafing.

Fine weather favoured Japanese observation of the vast convoy approaching the atoll, but the Allied fighter cover, together with bombers ready to blast emplacements found on the shore, was a good match for the enemy. Details of enemy losses are not yet available, but the fact that their bombing efforts inflicted no damage is evidence of the efficiency of the Allied air support.

In a destroyer, the flagship of the convoy, Major-General H. E. Barrowclough watched his troops take possession of all the required positions without any early land encounter with the enemy.

Once more the Japanese were surprised. Either they could not afford the men and material to fortify the atoll or they realised the futility of defending it against the powerful force which the Allies were certain to throw in. An attempted air attack failed to hamper the unloading either of personnel or huge quantities of equipment of both the Allied forces.

"The landing was not opposed by the Japanese ground forces," said Rear-Admiral G. B. Carney, Chief of Staff to Admiral Halsey, "though later resistance was encountered. Major-General Barrowclough commanded the New Zealanders, while Rear-Admiral Theodore S. Wilkinson, United States Navy, commanded the amphibious operation."

The New York Times Magazine



Beachhead in the Pacific—
We land on the Green Islands.



LEFT, TOP TO BOTTOM. 1 & 2. Newspaper clippings. 3. Lt. Lindgren, W. O. Wickham and Poole with native laborers. CENTER. Six men leave for Guadalcanal to train with New Zealanders for coming invasion. (l. to r.) Woodward, Trobaugh, Chittim (rear), Phillips (front), George and Nix. RIGHT, TOP TO BOTTOM. 1. More clippings. 2. (bottom) The first wave departs—invasion bound.



TIMIS, SEIZING GREEN ISLE 'TARAWA IN REVERSE'

U. S. Seabees Join
Audacious Landing
Party in Solomons

BY SGT. GORDON B. MARSTON
Marine Combat Correspondent
(Distributed by United Press)

AN ADVANCED SOLOMONS
BASE, Feb. 15 (Delayed).—Less
than two hours ago this corre-

**WITNESS
THE WAR**
spondent saw
from a torpedo
plane the occupa-
tion of Green
Island, largest of
similarly named group just 120
miles east of Rabaul.

New Zealand soldiers, and Ameri-
can Seabees landed within a
lagoon. It looked like a dress
rehearsal. The landing was vir-
tually unopposed except for a few
aggressive efforts at resistance in
widely scattered places.

The sky was ours. The land is
Allied hands right now save for
the mopping up of the compara-
tively few defenders who were either
surprised or added to the growing
list of expendable Nipponese.

Enemy Planes Downed

Two noisy Japanese planes were
quickly downed five miles ahead of
our plane, which was piloted by
marine Lieut. Charles Loisel, 26,
Springfield, Mass.

Shortly after 6 a. m. the New
Zealanders were already ashore and
all arriving at the plantation. Five
minutes later a wave of Higgins
boats rode sportily to the shores of
a lagoon plantation almost di-
rectly ahead of the only entrance to
the lagoon.

A half-dozen small gunboats
moved slowly on the flanks of the
main armada. Moving with clock-
work precision were the larger land-
ing craft. In single file outside the
lagoon entrance were landing ships
bearing Seabees' heavy equipment.

It was Tarawa in reverse.
Around the little island steamed
many American destroyers.

Below Poconian plantation, about
10 yards southward, a few Japs
were putting up a second-rate show.
Two gunboats swung broadside and
rained shells inward. The water
around the boats broke into spas-
modic spouts.

Take Bombs Home

In the bomb bays of several tor-
pedo planes, including ours, were
cargoes ready to be dropped. There
were no calls for assistance, how-
ever, and we were destined to return
base with a full load.

The planes hovered around and
rained scores of times. Action in
the sky was non-existent to the
point that we munched chocolate
bars as the New Zealanders below
outed through the bush areas
on the air it looked like a push-
over.

It was an audacious perfor-
mance from the start. Rabaul is
only a few minutes away by plane,
but the Japanese sent nothing
against us in the early hours.

Today Green Island, small but im-
portant, stands as an Allied base
on the flank of New Ireland.
The AIA is troubled, shaky
of nerve to of
troubled out-

THERE is sound reason for the note of triumph in General MacArthur's latest communique. In itself the capture of the Green Islands was hardly even a skirmish. It was thoroughly planned and carried out with a minimum of trouble, either on the ground or from the air, the garrison was small, and the losses to the Allies were negligible. But though the operation was not a big one it was of much importance because it put the cork in the bottle in which the Solomons are now enclosed, and New Zealanders learned with satisfaction of their Division's share in the exploit. The group is now ringed by strongly held, well protected outposts, with all the necessary land and sea bases and airfields. Scattered in between are 22,000 Japanese, isolated from their bases, robbed of all their protective airfields, and with no open road either of escape or of supply. They have been by-passed, and unless the Japanese Navy is prepared to come out and fight amid the island gateways, their doom is as effectually sealed as was that of those who tried to escape from Choiseul after the occupation of Vella Lavella. Whole battalions tried then to get away in self-propelled barges; they had far better air protection for the job than can be given to the now isolated troops. But they did not get away; the American Navy and New Zealand's little ships in the group attended to that, and the barge flotilla ceased to exist a few hours after its attempt to sneak away in the darkness. Now there are no islands out of Allied occupation through which the imprisoned garrisons can hope to filter in stages, soundlessly through the night hours until they are out of the net. That was the original escape tactic, and the Green Islands were on the line towards both Kavieng and Rabaul. Without such ports of call for refuelling and supplies escape is impossible. The Navy is on the watch for stragglers, the air fleet is constantly ranging over the waters, and it is only a matter of time before the Japanese are either starved out or so ill-supplied that they will not even be a temporary rear menace. The three-pronged drive goes well, the island hopping has developed a new strategy of isolation, which is taking a heavy toll, the New Guinea campaign progresses brilliantly, Rabaul is battered almost to the point of uselessness, Kavieng has no peace, and Truk is beginning to loom up over the horizon. The tempo is increasing everywhere, but we are still a long way from victory and rejoicing at present. Successes must be tempered by the knowledge that the hardest and most difficult fighting is still far ahead.



Jap Snipers Fail to Halt Seabee Work

GUADALCANAL, Solomons
Islands, Feb. 24.—(AP)—Navy sea-
bees on the Green Islands, which
the Allies captured February 14, are
performing their usual miracle of
hurry-up road building and con-
struction work, despite the annoy-
ance of occasional bullets from
Japanese snipers.

The completion of installations on
these northernmost islands in the
Solomons is progressing under the
direction of Comdr. C. Whyte of
Washington, D.C., H. F. Lynn, San
Francisco, and A. L. Slaton, Los
Angeles, and Capt. Comdr. R. T. J
Young, Seattle, W. Va.

TOP and LOWER LEFT. Clippings from various
newspapers. PHOTOGRAPHS, LEFT, UPPER. The
skipper and Exec. sit down to talk things over.
RIGHT, UPPER. Japanese PT boat wrecked dur-
ing landing. RIGHT, LOWER. Unloading opera-
tions.



Japs, Bugs Plague Seabees

Raiders Hit At Midnight

(This concludes a three-part series on an American landing and initial seabee activities on Green Island, occupied by United States forces early in February.)

By Leonard Welch.

(Des Moines Register and Tribune Staff Writer in the Pacific.)

WITH SEABEES ON GREEN ISLAND (Delayed)—"Scared to death" was the reaction of everyone in our seabee camp the morning after our first night on Green Island.

When darkness settled down, everyone waited for the first alarm. It came shortly before midnight, when everyone had about concluded there was to be no bombing and dozed off to sleep.

Over the loudspeaker came the words: "Condition red, condition red, air raid, air raid, everyone in foxholes." The last phrase was unnecessary. Everyone was in foxholes before the speaker had finished.

Jap planes were not long coming after the first warning, and bombs could be heard exploding some distance away.

Once you have heard a Jap plane you cannot mistake it. Alongside our craft, its motor sounds like a Model T compared to a Cadillac.

All Clear.

The all clear was sounded 10 minutes after the first bombing and everyone climbed back into jungle hammocks. Five minutes later, a second alarm came and there was no mistaking that the plane overhead was the enemy. Again we crawled, stumbled or fell into foxholes.

This time the bomb dropped

closer. We could feel the concussion and concluded it must have hit a block away. The following day we learned it landed a half mile from camp. That was close enough.

The second night the enemy visited us again. After the first alarm, everyone went back to his jungle hammock. After the second, we settled down in foxholes for the night.

Laughs.

Although these were tense moments, we had some good laughs.

For example, one night I asked Sam Pegors of Minneapolis, Minn., where he was and he replied innocently, "Six inches below the bottom of the foxhole." I believed him, for I think I was six inches below him.

While the Japs were a nuisance interrupting our sleep, even more annoying were the chigger bugs which climbed all over tender parts of the body during the night and burrowed in. They itched terrifically and you didn't dare scratch them for fear of infection. By morning ankles and legs were a mass of irritating welts.

Mosquitoes.

There were mosquitoes, too, but not as bad as expected. Everyone was ready with a death swat for most of them were disease carriers. There were snakes, lizards, ants and other bugs, as well as the weird cacophony of jungle noises.

The nights were so dark you couldn't see your hand six inches in front. In the darkness, guards developed trigger fingers and shots could be heard throughout the night.

The following morning there would be stories of guards bumping into Japs and firing, all scoffed at by others in the comparative safety of foxholes.

Moving out of a foxhole in the dark was dangerous and no one

tried it. Guards shot at moving objects without hesitation.

One boy was startled out of his sleep by something brushing against his hammock. Certain it was a Jap feeling for the vital spot in which to plunge a knife, the seabee leaped out of the hammock, carbine in hand, ready to shoot. The "Jap" was a pig.

Incidentally, pigs were considered pretty smart after the day Sam Lindberg placed some jungle rations in front of one.

"He simply turned up his snout and walked away," Sam said.

The only casualty during the raids came when a chief petty officer dived into a foxhole, breaking his nose.

Downpour.

A heavy downpour kept the Japs away the third night, and everyone was happy—even though it meant sleeping in wet foxholes. Being wet was nothing new, however, for during the day we perspired until we were soaked.

Water was one problem camp officials had to overcome. There was all we needed to drink, but none for washing purposes.

Lawrence Noel, Macedonia, Ia., showed up one morning freshly shaven and dressed in dry, clean clothes. He had collected rain water in depressions in canvasses around camp. Others soon followed his practice.



LEFT, UPPER. Clipping. BOTTOM SERIES OF PICTURES. The "beauty" of Green Island. RIGHT. 1, 2 & 3. Unloading equipment and supplies.





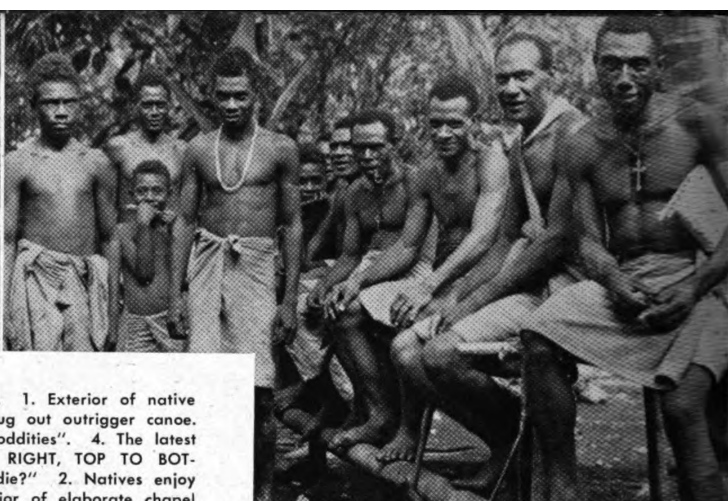
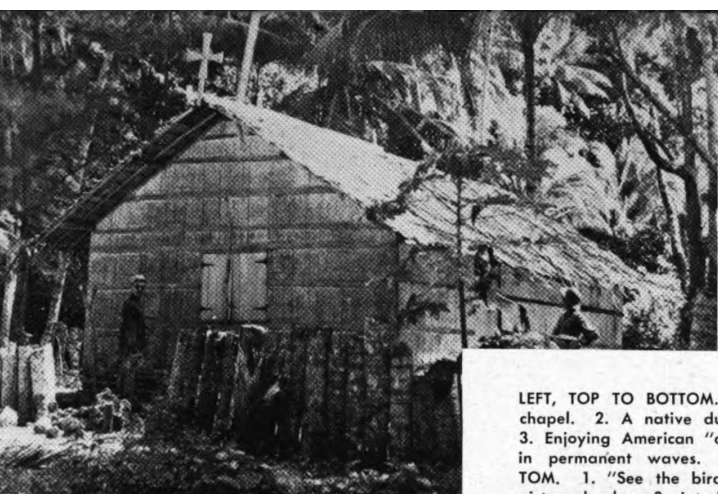
LEFT, TOP TO BOTTOM. 1. Green Island. 2. A thatched-roof shelter. 3. Green Island mud! 4. Guide in a native dugout canoe. RIGHT, TOP TO BOTTOM. 1. A future road. 2. The mud's a little thick here. 3. One of the early Green Island "highways". 4. A South Seas six passenger family phaeton. CENTER. "The road is there—no, it's over there!"



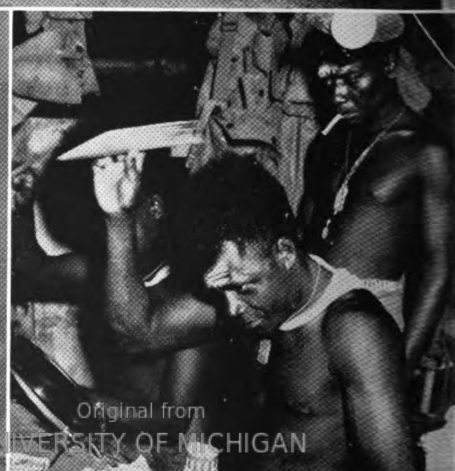
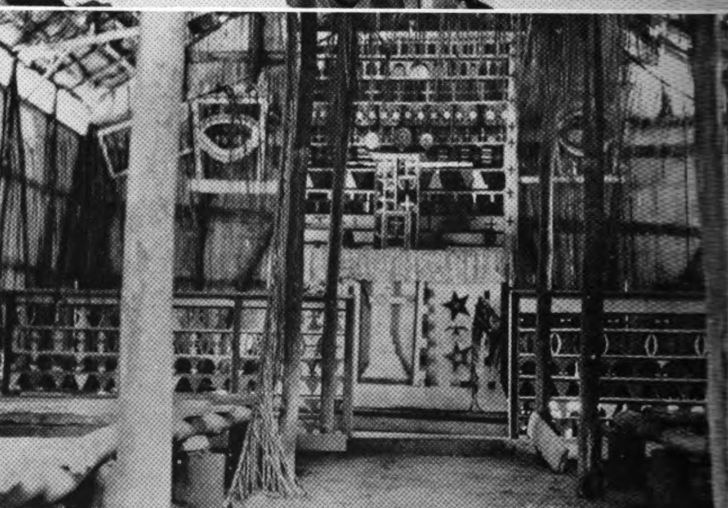
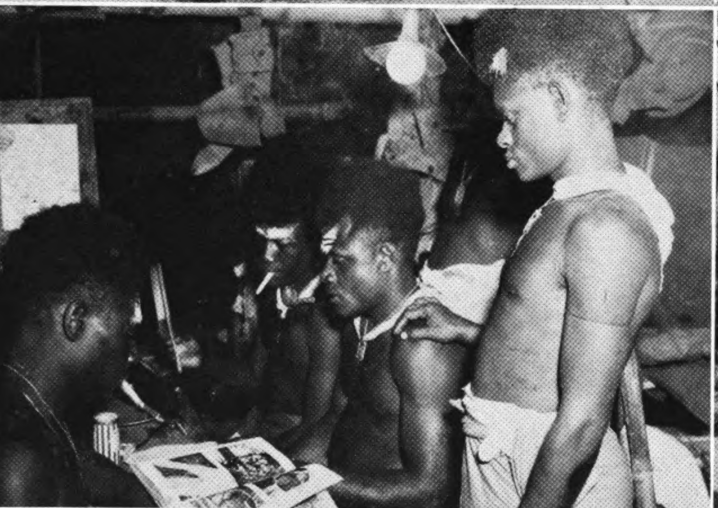


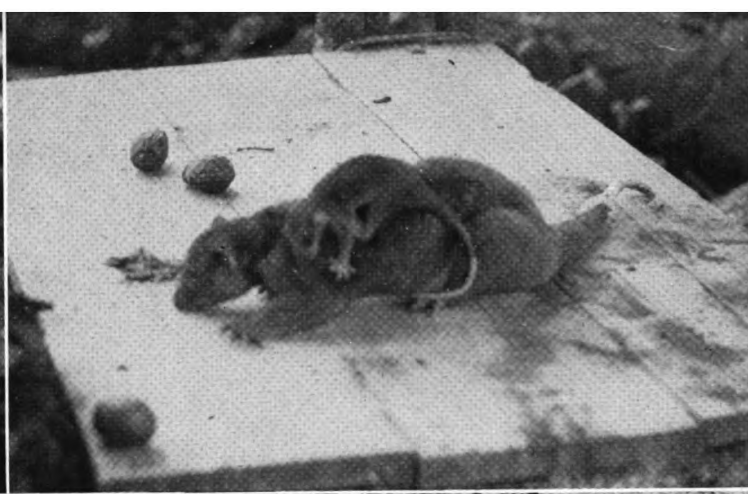
UPPER. A native thatched-roof hut and a view of the dense jungle vegetation. LOWER. Natives in one of their typical dances.





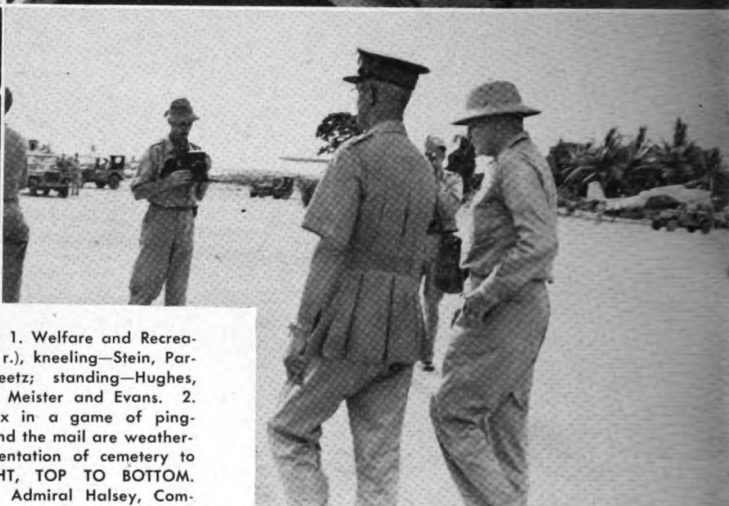
LEFT, TOP TO BOTTOM. 1. Exterior of native chapel. 2. A native dug out outrigger canoe. 3. Enjoying American "oddities". 4. The latest in permanent waves. RIGHT, TOP TO BOTTOM. 1. "See the birdie?" 2. Natives enjoy picture books. 3. Interior of elaborate chapel shows evidence of pre-war missionary teachings. 4. Using civilization's toilet articles. CENTER. Two young native belles.



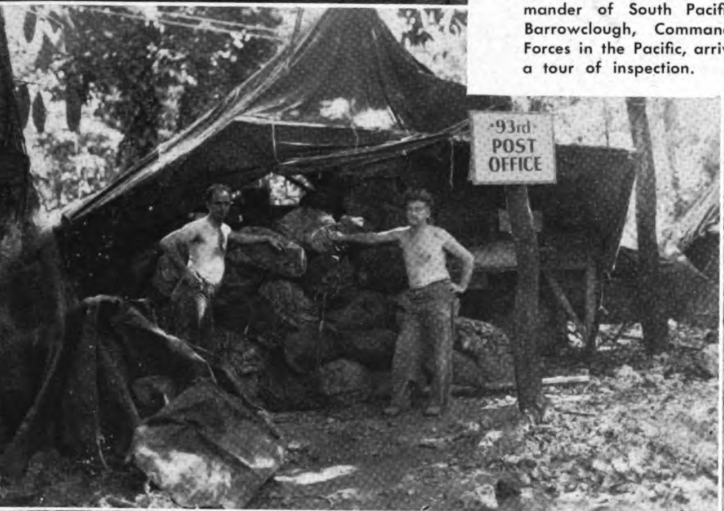


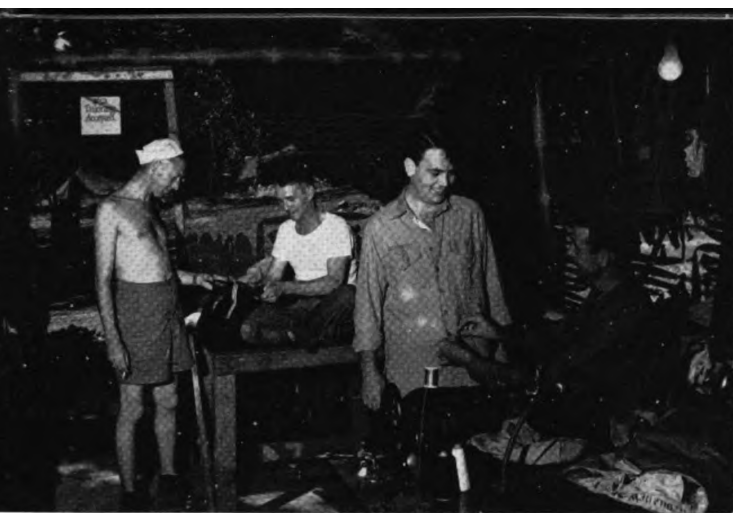
LEFT, TOP TO BOTTOM. 1. Parrots make good pets. 2. A Flying Fox, a type of bat. 3. Harwood and his bottle-fed pet pig. 4. Typical overseas arrangement of altar-pulpit facilities. RIGHT, TOP TO BOTTOM. 1. The Cuscus is common on Green Island. 2. Lt. Huggins and Nicolai wearing Starfish bangles. 3. Temporary library facilities. 4. The library with improved facilities.





LEFT, TOP TO BOTTOM. 1. Welfare and Recreation Department. (l. to r.), kneeling—Stein, Parker, Roberts and Scheetz; standing—Hughes, Hicks, Chaplain Ball, Lt. Meister and Evans. 2. Stein and Upshaw relax in a game of ping-pong. 3. Kiser, Marley and the mail are weather-beaten. 4. Native presentation of cemetery to American Forces. RIGHT, TOP TO BOTTOM. 1, 2, 3 & 4. Scenes of Admiral Halsey, Commander of South Pacific Forces and General Barrowclough, Commander of New Zealand Forces in the Pacific, arriving at Green Island on a tour of inspection.





LEFT, TOP TO BOTTOM. 1. Business at the Tailor Shop is good—but why the dress blues? 2. Spare time, if any, can be spent in the recreation tent. 3. Mobile grease rack. 4. The Barber Shop—Scuttlebutt headquarters. CENTER. Sorting incoming mail (l. to r.) Kiser, Lami and Marley. RIGHT, TOP TO BOTTOM. 1. (l. to r.) Laundrymen Monaco, Murphy, Sanderson and Fafard. 2. Dewey Loselle at work in Medical Laboratory. 3. "Grandma," the Maintenance Department's home-made wrecker. 4. (l. to r.) Olney, Cipriani and Barnas in the Bakery.





LEFT, TOP TO BOTTOM. 1. The 93rd celebrates its first birthday with a show presented by the 93rd Stock Theatre Group and Orchestra. 2. The 93rd's famous drugstore and its builders—(l. to r.) Dinlocker, Kahse and Carpenter. BOTTOM. The story behind the drug store. CENTER. Another view. RIGHT, TOP TO BOTTOM. 1. The open air theatre. 2. The show goes on.

All stores will soon be receiving a mounted photograph such as that illustrated on the front cover of this brief. This photograph, among others ... one showing the Jack Benny Troupe ... has come to our attention through three different sources: - One a newspaper man who regularly calls on us in San Francisco; one from an Owl Employee now in the service, Mr. W. R. Felling, who was formerly located at our 11th & Broadway, Tacoma store; and the third through Mr. Frank McGreal, Sales and Advertising Manager of Owl's Southern Division.

Mr. Felling in a letter explained the history of this Owl Drug Store in the Pacific. We quote him:

"It was after the hard, high pressure conditions under which we worked that followed the period of somewhat decreased activity, that the men began to show signs of restlessness which serves no good purpose, especially out here where we are so far from civilization, that the idea was conceived of something that would give them a lift.

"After some deliberation it was decided that as the corner drug store back home was the one place where many of us hung around and was a general meeting place, that we would build a 'corner drug store'. After receiving the hearty approval and aid of our Commander, H. P. Lynn (a San Francisco man) and also another San Franciscan, Chief J. F. Bongard, our Master-at-Arms, the site was selected on a corner of the main road and the one leading to our camp. After securing discarded material, salvaged canvas, lumber and a little cement for the short sidewalk and curb, and the great work of our two sign painters and artists a very excellent replica of a corner drug store was achieved, complete with lamp post that really has a lamp in it and is lighted at night; a fire alarm box, street and highway signs - yes, even a wooden fire plug (much to the delight of the dogs, both our own and native). The project has been highly acclaimed by men and officers alike, and word-of-mouth advertising has given it fame extending to quite an area in this sector of the South Pacific.

"Visitors who lend here are always taken to our Owl Drug Store and many of them have been photographed standing in front of it, as the pictures which I am mailing you under separate cover clearly show."

We of The Owl Drug Co. are very proud that buried in the 'jungles' of the Pacific such a symbol of America as The Owl Drug Company was selected as a morale booster. We know you will concur with us.

--SALES DEPT. "657"

Where there's life there's "HOPE" ... and ...

The Owl Drug Co.



B. Bob Hope, Frances Langford, Jerry Colonna, and another member of the "Hope Troupe" are pictured standing before an Owl Drug Store "corner" where in the Pacific ...

and here's how it happened.

Original from
UNIVERSITY OF MICHIGAN



LEFT, TOP TO BOTTOM. 1. Clark Dennis and Company, display their shortsnoters at a song-fest. 2. Martha Tilton and Joe Febbriello are not old friends but that's not his fault. 3. Tony Romano gives out with romantic ballads. CENTER, BOTTOM—(l. to r.) Patty Thomas, Bob Hope, Frances Langford and Jerry Colonna at the "drugstore". RIGHT, TOP TO BOTTOM. 1. J. J. Davis and Frances Langford were former schoolmates in Florida. 2. Patty sings this time much to Hope's disapproval. 3. Patty Thomas is a G.I. favorite.





VETERANS OF WORLD WAR I

FRONT ROW (l. to r.) Wright, De Ryder, Bongard, W. O. Benriter, Lt. Schmidt, Lt. O'Connell, Palling, Godfrey, Curtis and Nell. SEC-
OND ROW (l. to r.) Danielson, Marley, Kiser, Moraine, Alexander,
Johnston, Carter, Boyer, Quinn, Aman, Stitcheson and Stokes.

THIRD ROW (l. to r.) Carpenter, Pegors, Bradshaw, Graham and
Martin.

FOURTH ROW (l. to r.) Lee, Wicklund, Spare and Kroeger.

Lee, DeRyder, Bradshaw Johnston and Spare also participated in
the Mexican Campaign prior to World War I. Lee was a Marine
in the Mexican Campaign, Captain in the Army in World War I.
Carter was lightweight boxing champion of the Army in 1919. Lt.
Schmidt and Kiser were members of the Army of Occupation in
Germany. Palling and Johnston are wearers of the Purple Heart
from World War I.

50 YEARS OF AGE OR OVER

SEATED (l. to r.) Kroeger, Bongard and Linkous.
STANDING (l. to r.) Kerstetter, Aman and Bradshaw.

MEN WHO HAVE BECOME FATHERS WHILE OVER- SEAS AND HAVE NOT SEEN THEIR CHILDREN

SEATED (l. to r.) Peterson, Thompson, Evans and
Zawrotny. STANDING (l. to r.) Ross, Stricker and
Braden.

GRANDFATHERS

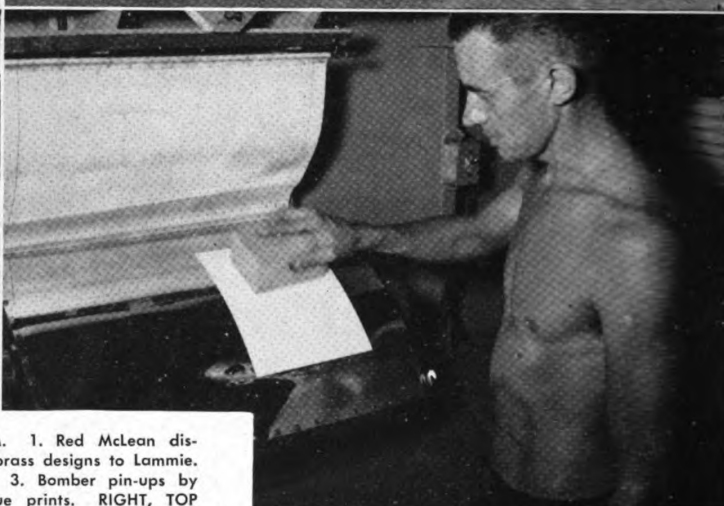
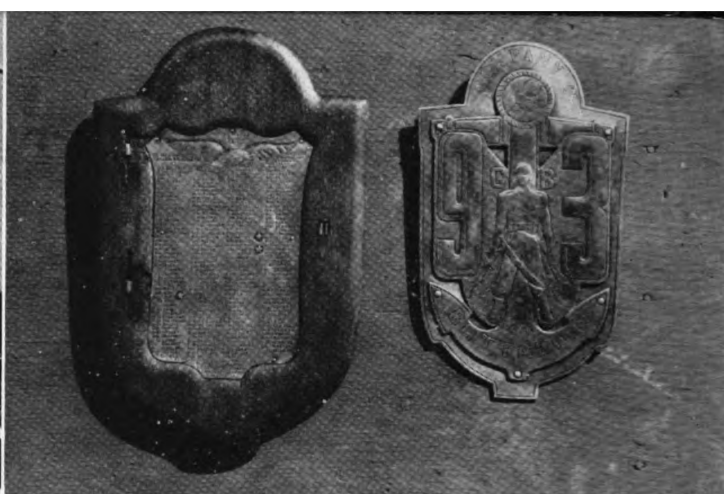
SEATED (l. to r.) Stokes, Lee and Kiser. STANDING
(l. to r.) Aman and Bradshaw.



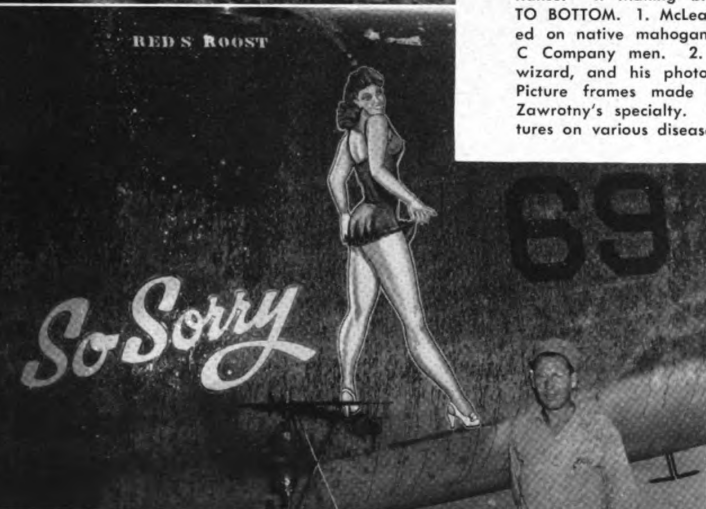


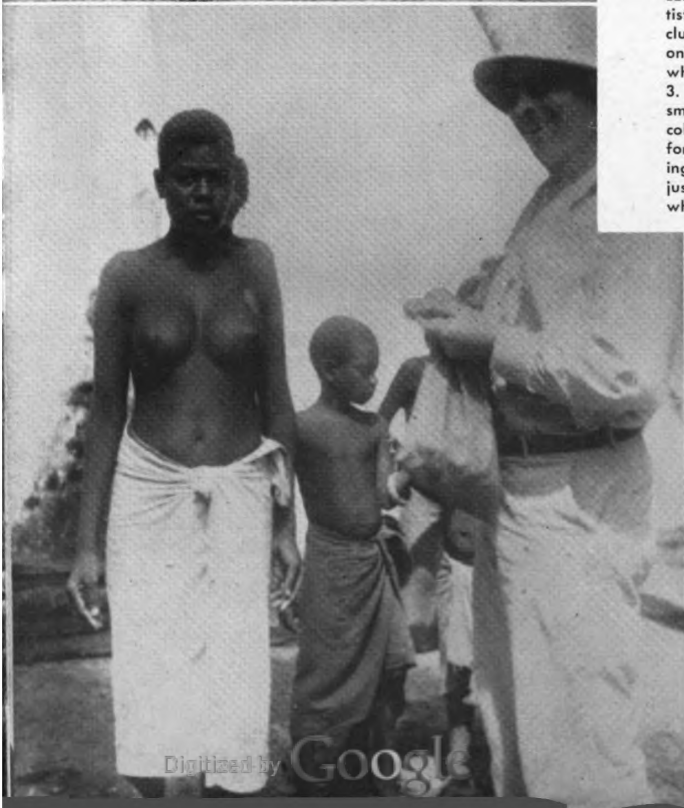
LEFT, TOP TO BOTTOM. 1. Screwballs all. (l. to r.) Kiester, Bozell, Fafard and that crazy photographer, Duggan. 2. Home-made water heater and shower combination. It was raided by the MAA force who thought it was a still. 3. Veterans of the Aleutian campaign who joined the battalion at Green Island. (l. to r.) Carter, Kennedy, Rucker, Nichol and Spidle. CENTER. Howard Tucker, the Great Reformer. RIGHT, TOP TO BOTTOM. 1. That Pepsodent smile framed by Elbaum and his ever-present whiskers. 2. Bongard celebrates his fiftieth birthday. 3. The Best Go Department with nothing to do. Kneeling (l. to r.) Moraine, Lewis and Martin. Standing (l. to r.) Wolfrom, Wright, Drown and Selp.





LEFT, TOP TO BOTTOM. 1. Red McLean displays his hand-worked brass designs to Lammie. 2. Plumbers at work. 3. Bomber pin-ups by Kahse. 4. Making blue prints. RIGHT, TOP TO BOTTOM. 1. McLean's brass plaque mounted on native mahogany bearing all names of C Company men. 2. Frank Corliss, electrical wizard, and his photographic print dryer. 3. Picture frames made from native woods are Zawrotny's specialty. 4. Doctor O'Donnell lectures on various diseases.



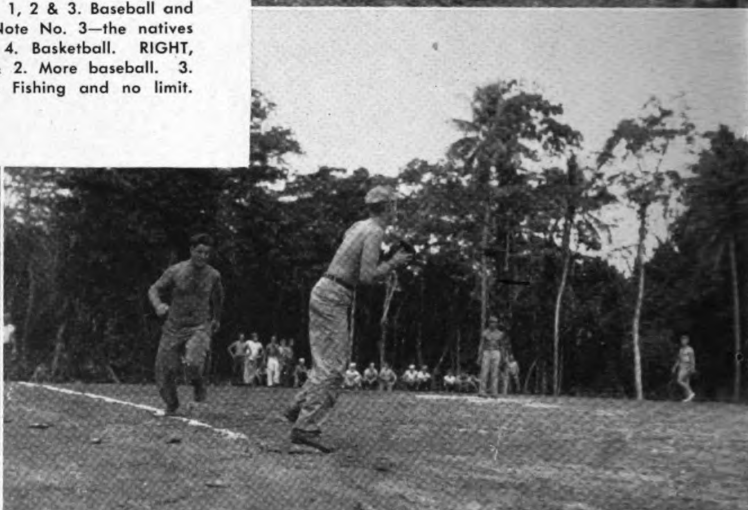
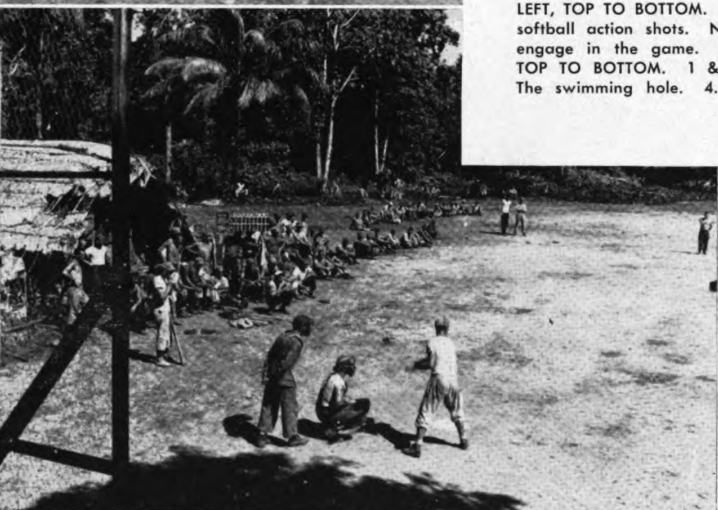


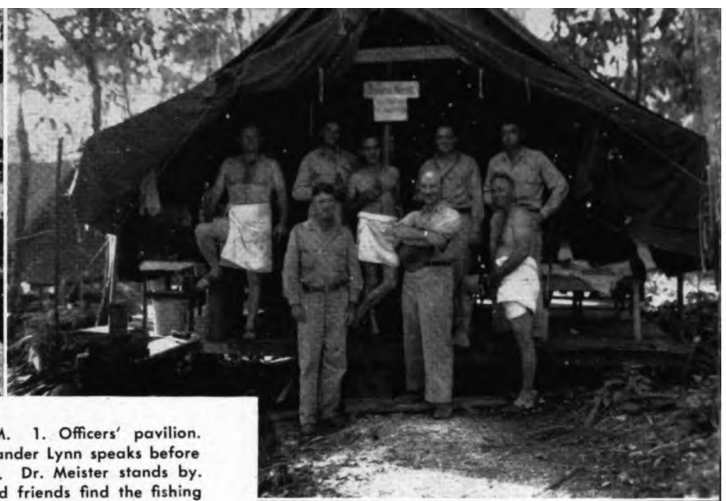
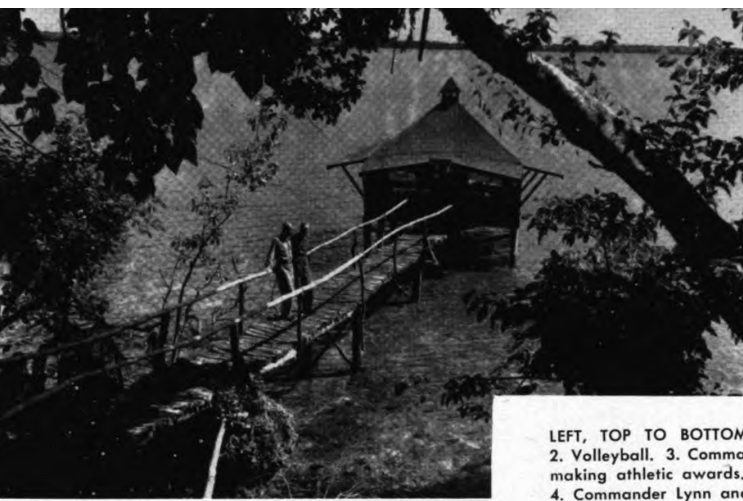
LEFT, TOP TO BOTTOM. 1. The Fun House. Dentists Mandel and Elbaum have a victim in their clutches. 2. Catrambone and McCarty lecture on methods of sustenance; what to eat and what not to eat, when lost and without food. 3. Fairest of all native belles. What is Schuster smiling for? RIGHT, TOP TO BOTTOM. 1. Ice cold Coca Cola dispensary. 2. Memorial built for Skipper, a concrete miniature of the Washington Monument. 3. Salas, Bedore and Skipper just before Skipper met death beneath the wheels of a truck.



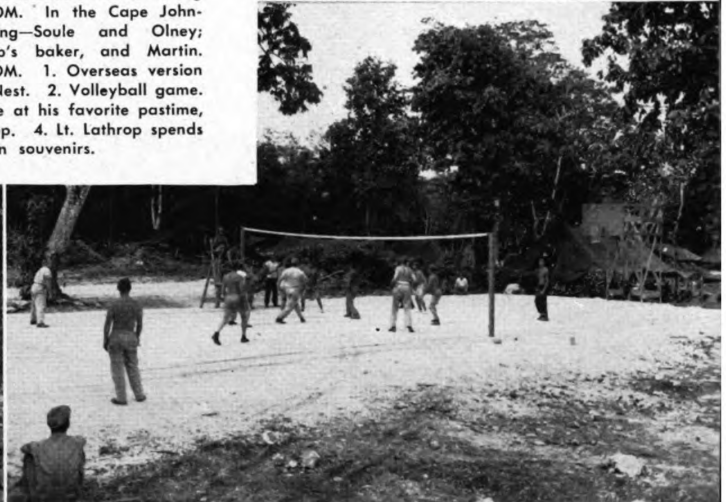
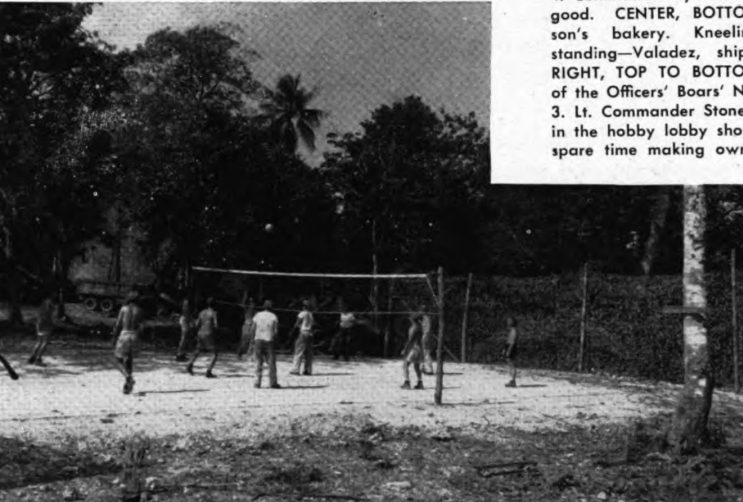


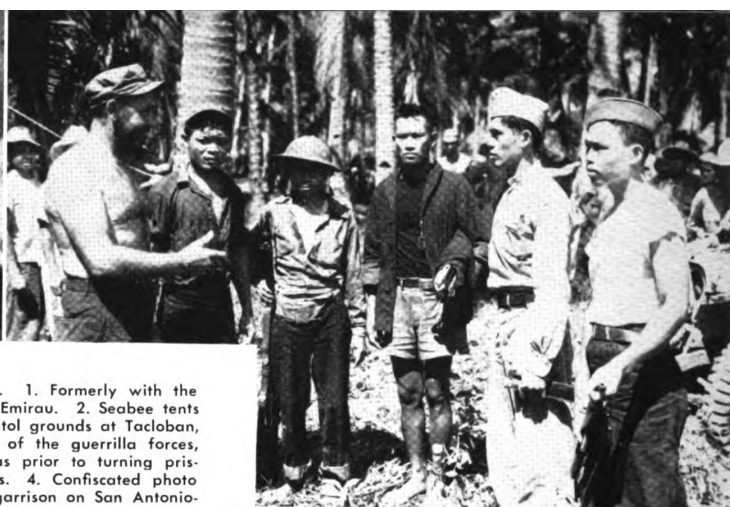
LEFT, TOP TO BOTTOM. 1, 2 & 3. Baseball and softball action shots. Note No. 3—the natives engage in the game. 4. Basketball. RIGHT, TOP TO BOTTOM. 1 & 2. More baseball. 3. The swimming hole. 4. Fishing and no limit.



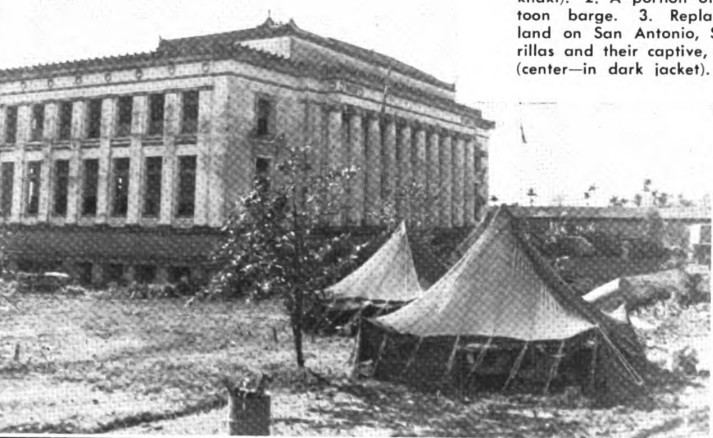


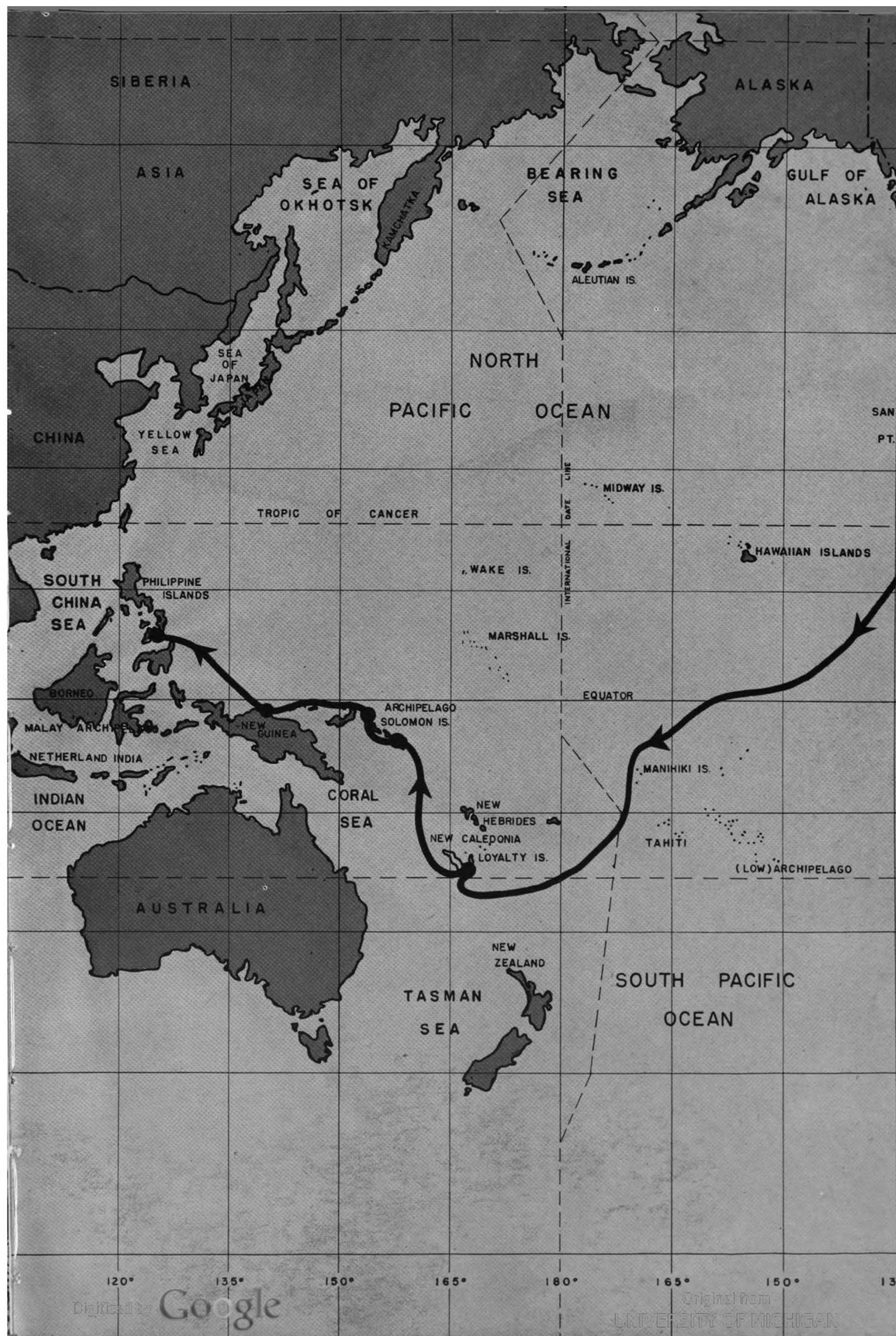
LEFT, TOP TO BOTTOM. 1. Officers' pavilion. 2. Volleyball. 3. Commander Lynn speaks before making athletic awards. Dr. Meister stands by. 4. Commander Lynn and friends find the fishing good. CENTER, BOTTOM. In the Cape Johnson's bakery. Kneeling—Soule and Olney; standing—Valadez, ship's baker, and Martin. RIGHT, TOP TO BOTTOM. 1. Overseas version of the Officers' Boars' Nest. 2. Volleyball game. 3. Lt. Commander Stone at his favorite pastime, in the hobby lobby shop. 4. Lt. Lathrop spends spare time making own souvenirs.

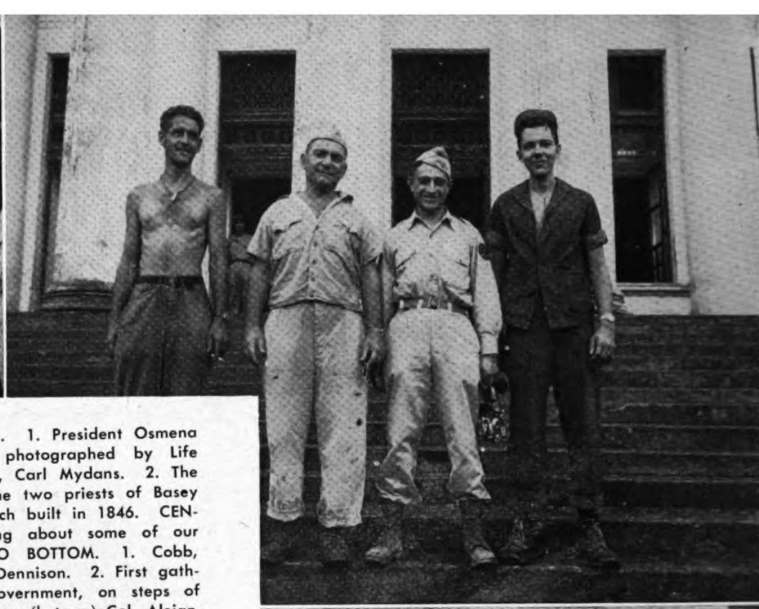
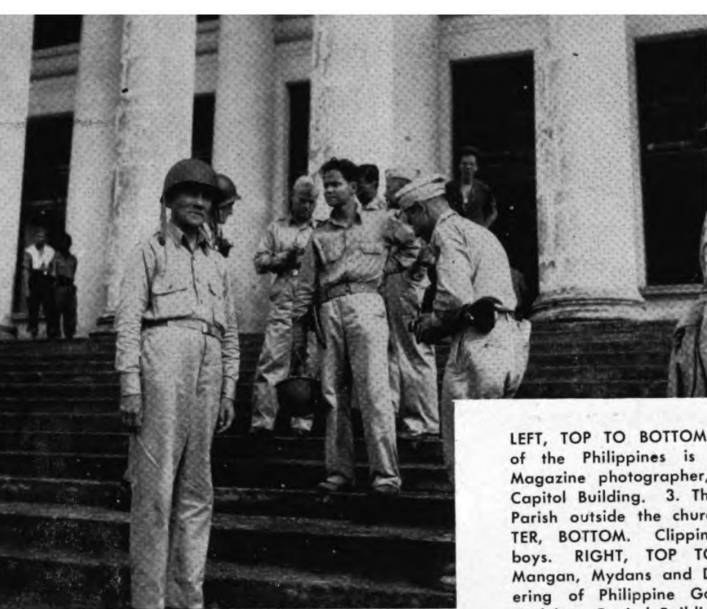




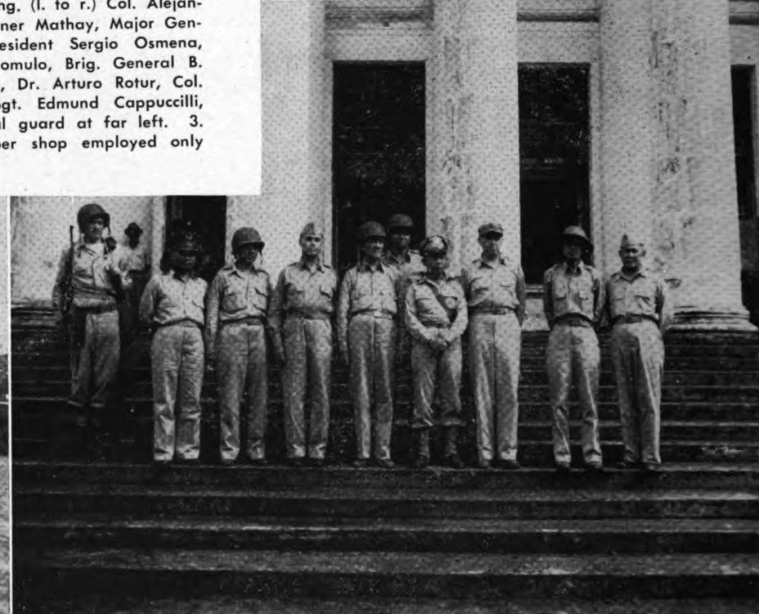
LEFT, TOP TO BOTTOM. 1. Formerly with the 93rd, Strayer is met at Emirau. 2. Seabee tents are pitched on the Capitol grounds at Tacloban, Leyte. 3. Capt. Talbo of the guerrilla forces, is questioned by Pappas prior to turning prisoner over to authorities. 4. Confiscated photo of displaced Japanese garrison on San Antonio-Basey, Samar area. RIGHT, TOP TO BOTTOM. 1. Jake Leere is interested in the guerrilla activities of Capt. Talbo (second from right in khaki). 2. A portion of the 93rd fleet—a pontoon barge. 3. Replacements for the 93rd, land on San Antonio, Samar beach. 4. Guerrillas and their captive, a Japanese collaborator (center—in dark jacket).



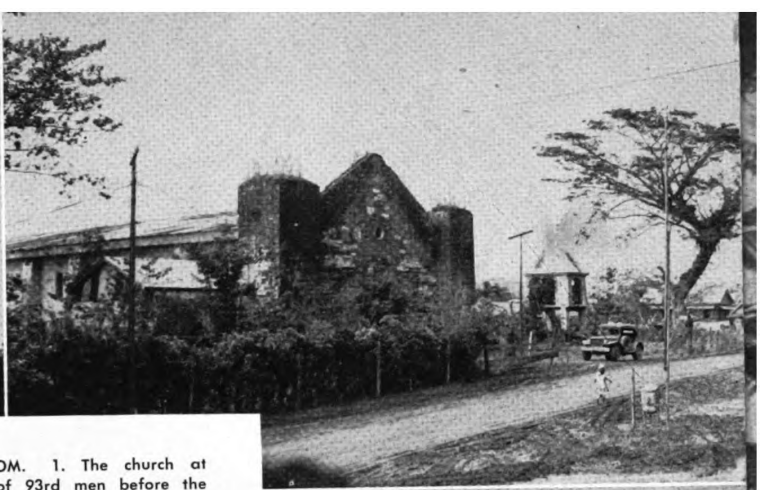




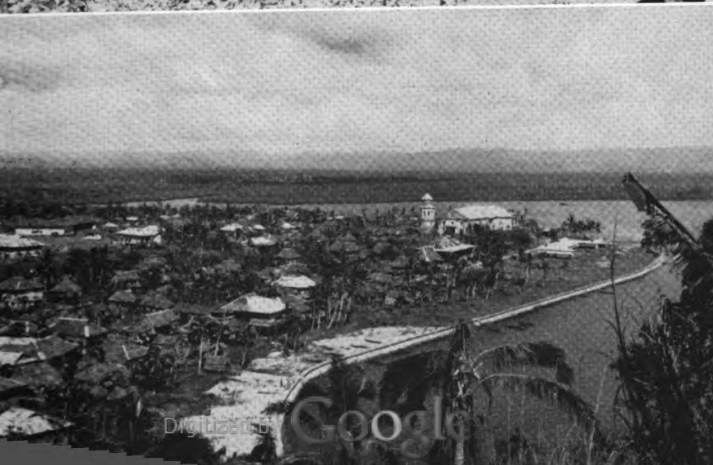
LEFT, TOP TO BOTTOM. 1. President Osmena of the Philippines is photographed by Life Magazine photographer, Carl Mydans. 2. The Capital Building. 3. The two priests of Basesy Parish outside the church built in 1846. CENTER, BOTTOM. Clipping about some of our boys. RIGHT, TOP TO BOTTOM. 1. Cobb, Mangan, Mydans and Dennison. 2. First gathering of Philippine Government, on steps of Tacloban Capital Building. (l. to r.) Col. Alejandro Melchor, Commissioner Mathay, Major General B. J. Valdes, President Sergio Osmena, Brig. General C. P. Romulo, Brig. General B. F. Fellers (U. S. Army), Dr. Arturo Rotur, Col. Marianu A. Erana, Sgt. Edmund Cappuccilli, U. S. Army Presidential guard at far left. 3. In Tacloban, this barber shop employed only women barbers.

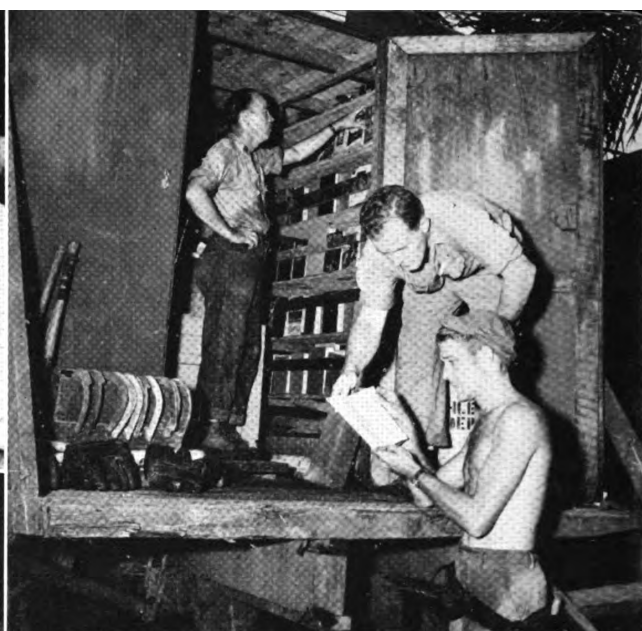


Credited with shooting down a Jan bomber, two gun crews, including Earl L. Christopherson, machine gunner, 1st class, Madison, right above, are shown joyfully accepting their success. Other members of the crew, left to right, are Vernon P. Fitzgeralds, seaman 1st class, of Bethany, Mo., and Marvin E. Hall, (top) seaman 1st class, of Yellow Pages, Tenn., gunners of the naval armed citad and Al C. Widdowson, storekeeper 1st class, of Riverside, Calif. Widdowson and Christopherson are Navy seabees assigned as loaders on the guns. Christopherson, who was with the crew of the U.S.S. Maine at the time of the attack on Pearl Harbor, is shown with the crew of the U.S.S. Maine at the time of the attack on Pearl Harbor.



LEFT, TOP TO BOTTOM. 1. The church at Basey. 2. A group of 93rd men before the municipal building at Tacloban, Leyte. 3. One Filipino family in Basey. 4. Basey, Samar. RIGHT, TOP TO BOTTOM. 1. Church in Tacloban. 2. Tacloban street scene. 3. Interior view of Tacloban church. 4. Bozell surveys rice paddies at San Antonio.





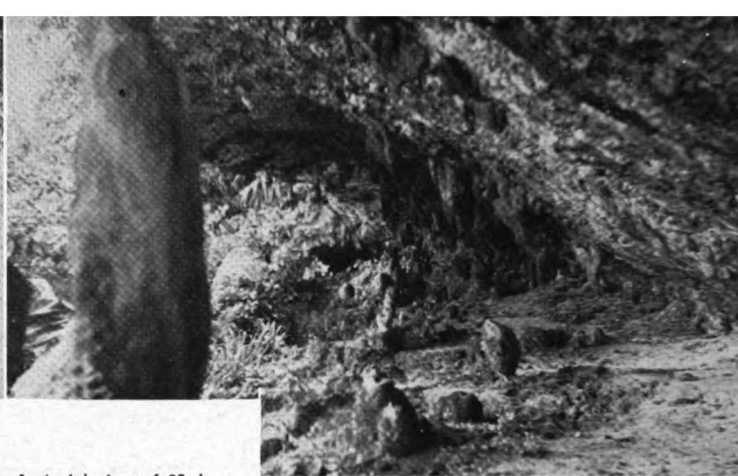
LEFT, TOP TO BOTTOM. 1. Messhall opens Thanksgiving day, 1944, with Chiefs serving. 2. The cooks do a good job on the turkeys. 3. The bakers "come through" with some mince pie. 4. Start of messhall construction. RIGHT, TOP TO BOTTOM. 1. Mobile Library is put into use. 2. Butchers prepare turkeys for serving. 3. Capt. Pedro Talbo, his wife, Charing, and their baby.



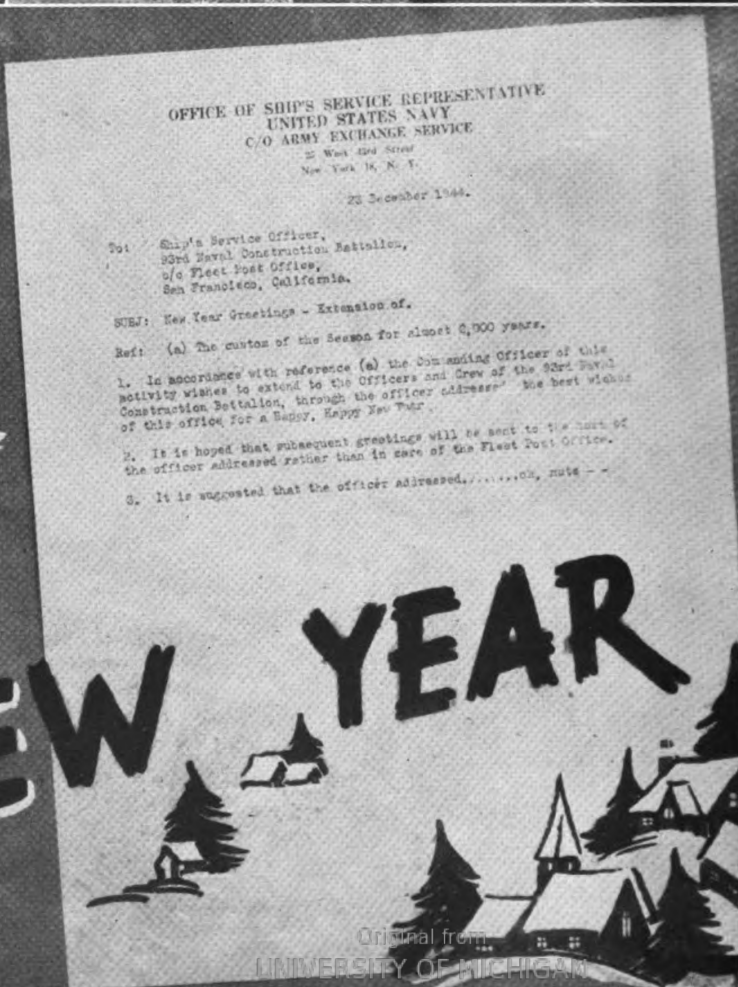


LEFT, TOP TO BOTTOM. 1. Aerial view of Guiuan, Samar. 2. Messhall nearly completed. 3. Coral formations. 4. A young Guiuan beauty. CENTER. Another of the fair sex. RIGHT, TOP TO BOTTOM. Waterfalls near Balangiga, Samar. 2. Cathedral at Guiuan. 3. McKenna prepares to go HOME, having received first over-age discharge.



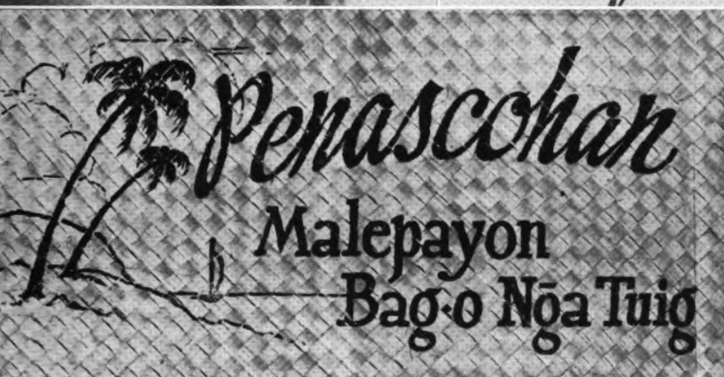


LEFT, TOP TO BOTTOM. 1. Aerial view of 93rd Camp. 2. Topographical appearance of Guivan. RIGHT, TOP TO BOTTOM. 1. Another view. 2. Cave to rear of 93rd Camp, formerly occupied by Japanese.



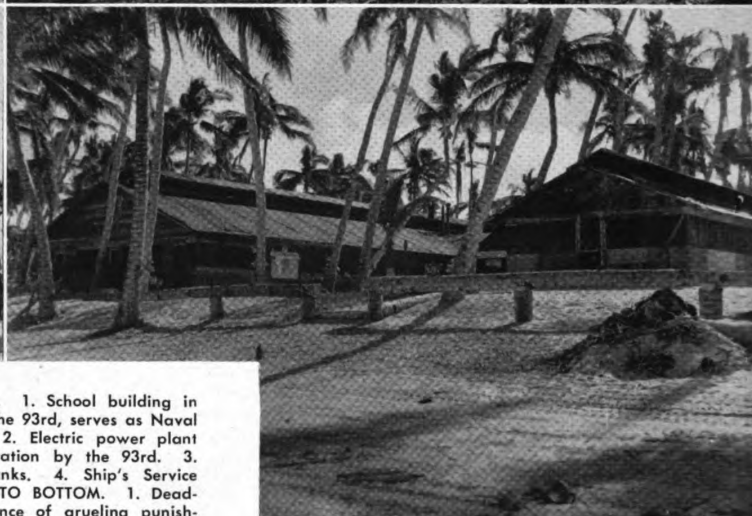
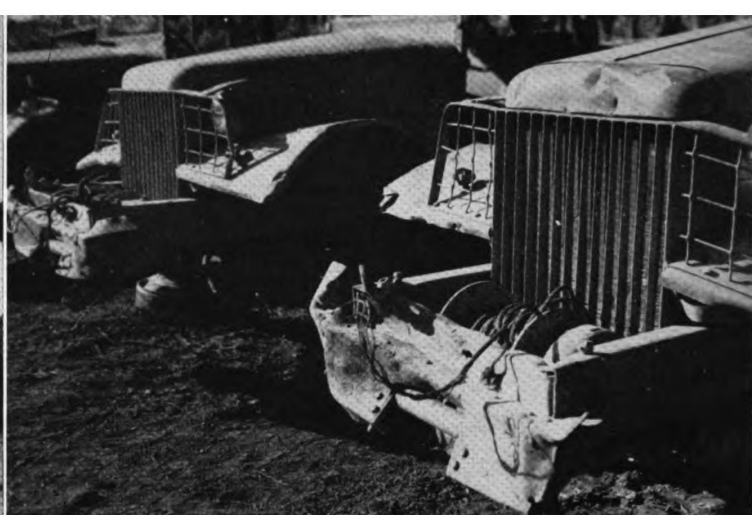


PRESENTED BY
Mrs. J. F. Bongard



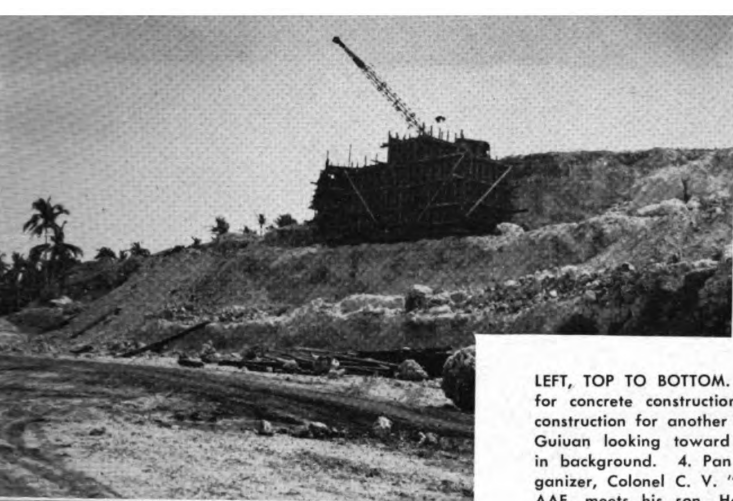
LEFT, TOP TO BOTTOM. 1. Green Island native mother and child. 2. Woven mat bearing Christmas greetings in Visayan dialect. 3 & 4. Road construction, following the completion of the airstrip—now in operation. CENTER. A Christmas greeting. RIGHT, TOP TO BOTTOM. 1. Filling in swamp during airstrip construction. 2. The swamp is pushed aside, forming lakes. 3. Shovel in sand pit loads dump trucks. 4 & 5. Trucks carry food to men in the field.



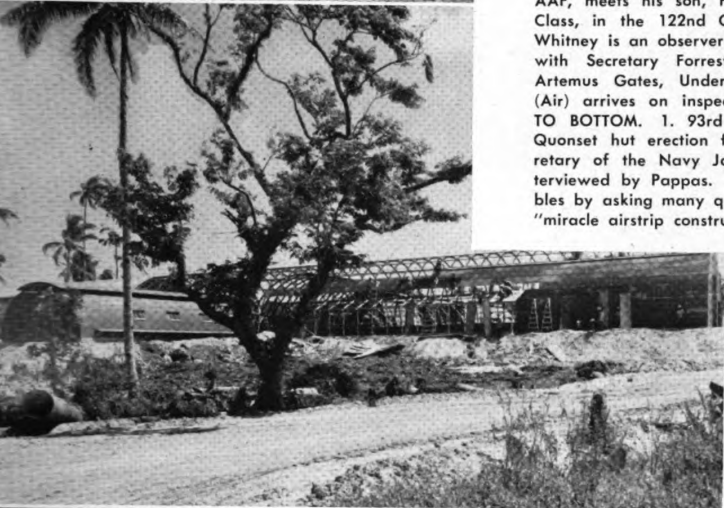


LEFT, TOP TO BOTTOM. 1. School building in Guïvan, remodeled by the 93rd, serves as Naval Station Headquarters. 2. Electric power plant built for the Naval Station by the 93rd. 3. 93rd water storage tanks. 4. Ship's Service building. RIGHT, TOP TO BOTTOM. 1. Dead-lined trucks bear evidence of grueling punishment. 2. General Mess (left) and Officers' Mess (right). 3. Closeup of General Mess. 4. Officers' Country.





LEFT, TOP TO BOTTOM. 1. Batch mixing plant for concrete construction projects. 2. Messhall construction for another unit. 3. Aerial view of Guian looking toward the east, with airstrip in background. 4. Pan American Airway's organizer, Colonel C. V. "Sonny" Whitney of the AAF, meets his son, Harry, a Shipfitter, Third Class, in the 122nd C. B. Battalion. Colonel Whitney is an observer on tour of Pacific bases with Secretary Forrestal. CENTER, BOTTOM. Artemus Gates, Under-Secretary of the Navy (Air) arrives on inspection tour. RIGHT, TOP TO BOTTOM. 1. 93rd Brick Factory. 2 & 3. Quonset hut erection for other units. 4. Secretary of the Navy James V. Forrestal, is interviewed by Pappas. Forrestal turned the tables by asking many questions about the 93rd's "miracle airstrip construction".



Rain of Bombs Spares 407 Seabees Kneeling at Mass

A surgeon in the front lines becomes accustomed, as much as anybody can, to death and the losses of those who somehow live.

At Samar, in the Philippines, O'Donnell, former staff surgeon at Providence Hospital, was attending mass which was held for 407 Seabees in a hospital ward.

The ward, a tent, had a capacity of 100. Seabees knelt between cots caring wounded, and listened as Fr. Hebert, formerly of St. Aloysius Church, Detroit, read the Catholic service.

A Seabee altar boy poised his hand over the small warning bell. He rang it no one heard, because that moment Jap planes thundered overhead, showering bombs. Fr. Hebert turned to the men and said, "Take it easy boys." O'Donnell rushed from the ward

tent to the surgery tent prepared to treat casualties.

The Seabees remained on their knees. As the last bombs fell, mass ended.

One man died in that raid. He was 30 feet from the hospital ward, in a protected foxhole.

O'Donnell, who returned to Detroit this week after 17 months of duty with the 23rd assault Seabees, has been reassigned as chief of surgery at the Grosse Ile Naval Base.

HOOKWORM PREVALENT

His work in the Philippines extended to the civilian population.

"Every Filipino I examined had hookworm. Remember this especially now and donate old shoes to the United Nations Clothing drive," he said.

"The average Filipino, especially the patriots who fled to the hills, have no fabrics whatsoever. They can use any kind of clothing.

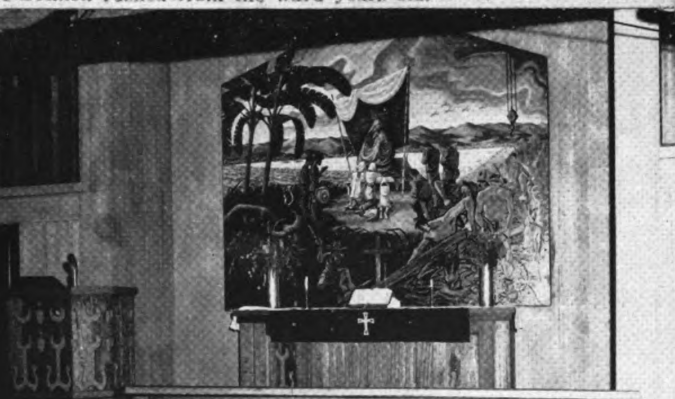
"A Filipino, who worked for me at the hospital, told me his wife had to stay in their hut because she did not have a stitch of clothing. I gave him my bathrobe and she made a dress.

"Every Filipino I examined had at least three types of intestinal tapeworm."

O'Donnell, who entered service Dec. 7, 1942, is married and has four children. His home is at 7611 LaSalle boulevard. He is 43 years old.



O'Donnell



LEFT, TOP TO BOTTOM. 1. "Remember?" 2. Closeup of altar and mural background. 3. Interior of 93rd Chapel by the Sea. RIGHT, TOP TO BOTTOM. 1. Schmidt and Valadez put the finishing touches on cake baked on occasion of airstrip completion. 2, 3, 4, 5 & 6. Red Raider Bomber Squadron pin-ups.



Luke and Hoots' Jungle Service

Luke's Sign Service, a firm of fourteen years' standing in Longview, Wash., has been transplanted to the Green Islands in the Southwest Pacific. The firm's proprietor, Luther William Kahse, entered the Marine Corps December 10, 1942, was trained at



HOOTS, left, and Luke, bring civilization to the islands, making a few concessions, of course, to the spell of the tropics, particularly as regards dress, it will be noted. Top, a barber pole is made from an oil drum; below, they letter their greetings on a bomb. Watch that cigarette. Hoots, you make us nervous.

Williamsburg, Va., in Rhode Island, and at Port Hueneme, Calif., and left for the battle zones with a painter's rating, first class. The South Pacific sign service has a partner in Wilbur Hoots, painter second class, the two having worked together since their training period. Evidently they have discovered why marines are stationed out in that territory, as living on the Green Islands is practically an amphibious operation.

"Seems like the Japs must have mis-placed the rising sun," Luke writes. "We haven't seen it come up very often here. I am told the dry season begins July 4 and ends the same day. Mud, too, seems to improve in texture and depth until we are afraid to venture out before first taking soundings to keep from disappearing altogether. We have to convoy the pigs past our tents. It rains on an average of several times an hour, and that is lucky too, because it affords us fresh water to wash with."

"It is so hot here, one doesn't have to wear much more than a look of embarrassment," he adds. Luke has had his problems with painting, due to the excessive dampness. Fortunately he took along his own sign kit as so many essentials are not furnished.

His battalion is piling up plenty of records, and he is seeing history made. Mrs. Kahse recently received a Jap rifle, the first to leave the island.



HOLLYWOOD? NOPE, SOUTH PACIFIC!

At first glance, what with Patty Thomas, Bob Hope, Frances Langford and Jerry Colonna, and the drug store and lamp post, and all, you might think this is really at the corner of Hollywood and Vine in the Nation's film capital. But it really is make-believe created on a Pacific island by Petty Officer Charles A. Dinlocker, Jr., a Philadelphia artist (arrow at right), and the only remedy dispensed at the drug store is one for nostalgia.

One of the boasts of the Seabees is that, while a sailor is looking for a park bench, a Seabee will build one.

JUSTICE FOR SEABEES

Sir:

Your recent issue of "PIC" magazine (Jan. 16), carried an account written by Jerry Colonna, of the films. The account was a very interesting one, to say the least, but there was an incongruity that has not set very well by members of my battalion.

As the Battalion overseas correspondent I happened to cover the visit of Mr. Colonna's troupe to our previous base, "somewhere in the Solomons." Approximately one month previous to this visit, I had sent in a story of a drugstore having been built by members of the Battalion, to serve as a gentle reminder of what we had left behind. When the Bob Hope-Jerry Colonna troupe arrived I was instrumental in having them pose before our "drugstore," realizing the news value such a photo would have.

We have just received copies of Jan. 16 "PIC," only to find out that a service command unit built the drugstore and none of the Seabees had received a mention. This letter is to inform you of this fact and to let you know that there are some thousand disgruntled Seabees over here in the Philippines, all over a certain misstatement.

Below is a photo taken at a much later date and in the same locality only with Carole Landis, Jack Benny, Martha Tilton and Larry Adler. It is sent merely as proof that the street marker corresponds with the number of our Battalion, U. S. 93 N. C. B.

Sincerely yours,
GEORGE E. PAPPAS, BM 2/c
USNR

We are sorry that we apparently did your battalion an injustice. Jerry Colonna was evidently misinformed.
—Ed.

The Seabees.
Here's to the Seabees, that gallant crew.
Those men behind the scenes;
In the dawn's chill gray they pave the way
For the planes, the tanks, the machines.
Theirs to forge ahead and build
The setting for the fight,
Theirs to make certain that naught goes wrong
While the battle is at its height.

When we're watching a mammoth production,
We are often so carried away
That only the actors we see on the stage
Get the credit for the play.
But where would they be without the toil
And the planning thru night and day,
To guarantee no slightest slip
Once the curtain rang up on the play?

The Seabees' job is a lot like that,
Done without fanfare or glory.
But without their dogged, vigilant help,
Ah, what a different story!
So let's have a toast to that lusty band,
Spanning the whole globe's girth,
A toast to that sturdy stage crew
Of the greatest show on earth!
—Jezbo of Old Dubuque.

Chicago Tribune





TESTING AT A PACIFIC base, these Seabees are listening to an accordion selection being played by JOSEPH E. FEBBRIELLO, MM2c, son of Mr. and Mrs. James Febbriello, 68 Hutchinson St. The petty officer, whose wife, the former Anna Codranna, lives at 147 Fairfield Ave., was employed at the Scovill Mfg. Co. before entering the Seabees 20 months ago. He went overseas in October, 1943. He has never seen his 7-month-old son, Joseph.

Listening to the Waterburyan are (left to right) FRANK L. STORER, JR., CM3c, Toledo, Ohio; FRANCIS L. WILLMAN, EM3c, Austin, Texas; LUTHER L. HARWOOD, S3c, Lamay, Mo.; VICTOR B. YAGER, S1c, St. Cloud, Minn.; JAMES B. HARKINS, JR., CM2c, Birmingham, Ala., and ROBERT M. DENEKO, CM3c, Fredericktown, Mo. The Seabees celebrate the third anniversary of their organization tomorrow.—AP Photo from the Navy.

CBs Dispute Kind Of Mud

Push Bamboo Poles Nine Feet In Goo

AT AN ADVANCE NAVY BASE ON SAMAR. (A) — One growing seabee looked at another and said:

"It's like Arkansas mud—it doesn't want to dry up."

The other seabee nodded. "Never saw any mud like this in Kansas or Illinois, and I've seen it rain so hard there it would dissolve a partnership."

Their naval construction regiment under Cmdr. Earl M. Kelley, Los Angeles, has shared with army engineers the job of constructing airfields, building access roads, bridges, pontoon docks, of developing port installations and waterfront facilities in support of Gen. Douglas MacArthur's Leyte-Samar operations.

Mud has made their work difficult.

Green Is Deceptive

Green fields which from the air looked ideal for landing airplanes proved to be nothing more than rice paddies in which a bamboo pole could be shoved nine feet deep before it struck solid earth. Snorting bulldozers shove a mountain of oozing muck from a road bed, then must have the road dug free from the blades. While that is being done the road

bed disappears again in earthen glue.

Two giant 65-ton cranes were tossing their draglines into a bay, and hauling up two-yard scoops of coral and sand.

Methodically, shovels filled dump trucks, which lumbered along a causeway to throw a mantle of coral over fender-deep ruts in the slushy road. Slowly a semblance of stability appeared.

Jeeps, halftracks, then trucks, and finally heavy rollers, sheep-foots, and other roadmaking tools will roll over what is now impassable morass.

'SeaBee' Means 'Can Do'

THE Navy's Construction Battalions—the "SeaBees"—form one of the youngest branches of the armed service. Yet, in three years' time, they have become almost legendary for their achievements.

"Can Do" is their motto and none was ever more fitting.

SeaBees have participated in every major amphibious invasion of both European and Pacific theaters. Beginning with 3,300 men, three-fourths of their present personnel of 234,000 are now overseas. They have built air bases, air strips, roads, docks, ship repair bases, camps and even cities for fighting men.

They have done all manner of herculean labors in fantastically short time. They have fought as they have worked and hundreds of them have paid the supreme sacrifice.

Today is the SeaBees' third birthday. No praise or honor is too great to pay them.



PRESIDENT OSMENA of Philippines knew he would return to a liberated Manila. After landing on Leyte, Seabee Correspondent George E. Pappas (left), of Chicago, interviewed man who succeeded late President Quezon.

Osmena Receives Chicago Seabee

The president of the Philippines, Sergio Osmena, granted a personal interview in Samar a few days ago to a Chicago Seabee, George E. Pappas of 1734 Foster av.

Dressed in field khaki, the 66-year-old statesman told of the hardships his people underwent under the Japanese, but he said nothing about the fact he lost three sons. He told Pappas he wished to extend "my sincere congratulations to the Seabees for the magnificent part they have played in this war."

Two Manchester Brothers Meet in Southwest Pacific

CHARLESTON, S. C., Jan. 17. (A)—Two Georgia brothers, one in the Navy and the other a Seabee, met for the first time in two years in the Southwest Pacific recently. Sixth Naval District headquarters here reported.

The brothers, Homer and Frederick McCord, bid each other farewell at their Manchester, Ga., home two years ago as they prepared to go into service.

At an unidentified Southwest Pacific base they were reunited when Homer, a chief electrician's mate with 15 months' overseas duty, was en route to the Philippines with a group of Seabees, and Yeoman, second class Frederick, a veteran of 17 months overseas, was on shore leave.

Seabees Build New U. S. Base On Samar Island

SEABEE HEADQUARTERS, PEARL HARBOR, Dec. 28.—The newly invaded island of Samar in the Philippines already is being shaped by the navy Seabees as a springboard for new advances in the Pacific.

In less than two months after the start of construction and despite more than 100 enemy air raids, which cost the lives of at least a dozen Seabees and wounded as many more, more than 230,000 yards of stubborn, muddy clay had been moved.

A thousand feet of barge landings helped speed waterfront traffic. Deadly PT boats were operating from a wharf built in less than a week.

Seaplanes roared a ramp put together in 12 days from storm damaged steel pontoons.

Heavily laden transports were tying up at new piers and their cargoes stacked on acres of freshly cleared storage space.

A strategic landing strip had been built by the Seabees and the army engineers. A ship repair base, complete with shops, barracks and warehouses was nearing completion.

Swamps had been drained, electric lights, telephones and running water installed; and roads and bridges linked the scattered sections of the new base.

Seabees Set Bakery Up in a Hurry

By GEORGE E. PAPPAS

A Seabee Battalion

One reason why the Seabees have been so successful is their resourcefulness. A Seabee Battalion landed here in the Philippines recently, prepared to meet almost any eventuality.

Being on their fourteenth month overseas, and this being their third landing, they were well aware of the problems of feeding a thousand men immediately following a landing.

"We prepared for this move," said Comdr. Harold F. Lynn of San Francisco, Battalion Officer-in-Charge, "by constructing two mobile units and equipping them with sufficient cooking and baking facilities to provide the battalion with three hot meals daily. As it turned out we had our first hot meal four hours after landing, and hot rolls in 18 hours," he added.

"I work with a dynamite crew," says Albert F. Crowell, of Cameron, Texas, "and even field rations taste good when eaten hot, with hot rolls and coffee."



This bakery is part of the facilities of a Seabee Battalion which provided hot rolls for 1,000 men just 18 hours after landing in the Philippine Islands.

Seabees Mount Library for Use in Philippines

Books Donated by Rhode Islanders Going to More Than 500 Units of Servicemen.

The blue and white label of the Rhode Island State Library is becoming recognized in many parts of the world, wherever men of the fighting forces turn to fiction for leisure-time escape or seek to improve their lot by study.

Yesterday's mail from the Philippines revealed that a navy Seabee battalion so treasures the library with which Miss Grace M. Sherwood, R. I. State Librarian, equipped it before it left Camp Endicott two years ago, that it has mounted its collection on wheels. "We're on the move continuously," related Lt. William L. Ball Jr., chaplain corps, USNR, of Greenville, S. C., "so we decided to put the library on wheels to provide mobility as well as safe-keeping. We have had little time for reading in the Philippines, but we expect to have more soon."

That particular library, which can be dismounted and put right into an LST, now has grown to 1800 volumes and contains books of all kinds since it serves not only the Seabee battalion but also army fliers and other servicemen.

aged .66 inches per day.

Bulldozers were used as "am-tracks" to gouge through water-logged topsoil even before pumping and drainage operations started. Ten-wheel trucks, loaded with concrete-like coral rolled in endless streams from coral pits to airfield site, bringing the runway up to grade. Truck maintenance men and their equipment waded hip-deep mud and water to make repairs in order to keep trucks moving.

FEED TRANSIENTS

In some instances Navy and Army personnel volunteered to help drive the coral trucks and push completion of the airfield far ahead of schedule.

By the time Army, Navy and Marine personnel arrived, quarters and other facilities had been built for them by the Seabee battalion. Favorite installation offered by the Seabees is the mobile galley—a veritable snack bar set up along the runway to enable transient personnel to get sandwiches, coffee and tea, water and other necessities without their plane.

Reunion in Philippines



Friendships were renewed a few weeks ago somewhere in the Philippines when Lieut. Sam Street Hughes (left), former Lansing mayor, and Harold G. Benriter, officer in the seabees, met for the first time in two years. Benriter, a former local business man, looked up from his work one afternoon to see Hughes beaming at him across the desk. When the former mayor and Benriter compared notes, they found out that both had been in the Philippines since D-day, although in different

parts of the islands. Both men had undergone Jap bombings. Lieutenant Hughes, it was reported, is directing work of civil affairs in the Philippines, establishing governments for the Filipinos, and providing employment of the natives on various projects under construction by the United States forces. Hughes resigned from the local executive office over a year ago to enter the navy.

'The Impossible' Accomplished In Building Airfield

A Philippines landing strip that "couldn't be built" is now accommodating anything that flies—except a flying boat.

In fact, a seaplane is about the only aircraft that could have landed in the swamp which Navy Seabees converted into an excellent airfield in slightly more than three weeks.

Lt. (jg) Francis M. Murphy, construction superintendent of the water-logged project, told how a reconnaissance party had reported that "because of quicksand, swamps, depressions, and other undesirable topographical features a landing strip cannot be built at this location."

READY IN 3 WEEKS

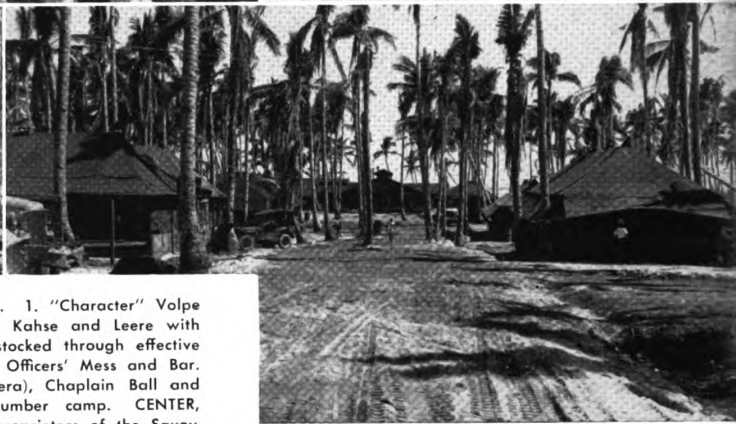
Some three weeks later, Lt. Murphy viewed the long, gleaming strip of hard-packed coral. "There," he said, "is your landing strip. But it doesn't have any right to be there."

The first plane, a small observation craft, landed on the strip in less than 10 days after construction started and, in two weeks, the airfield was open for all business, including bombers and transports.

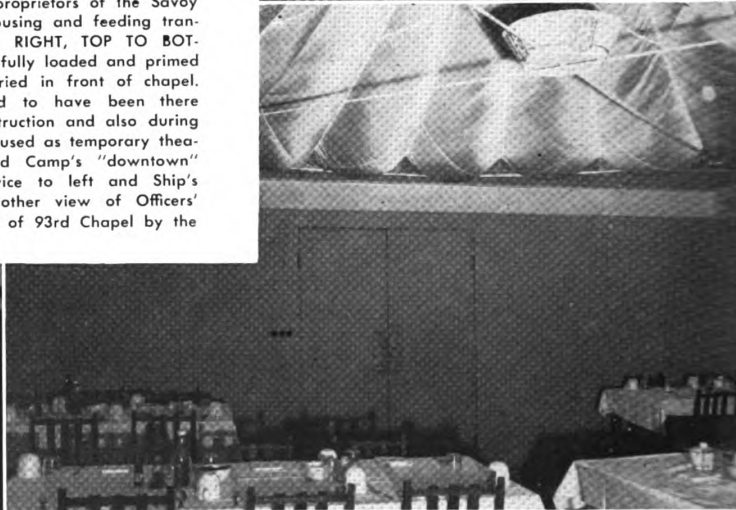
The Seabees were able to maintain their construction pace by turning obstacles to their advantage. Forced to dig huge pits for top-grade coral for surfacing, they used the excavations to dispose of cleared trees, underbrush and topsoil.

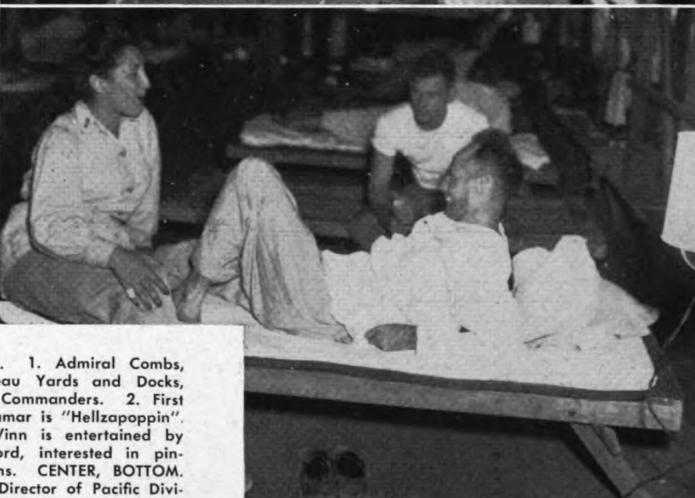
WORK IN RAIN

Instead of pumping water directly off the site, they used it to wash the heavily-caked mud and coral out of the beds of their trucks. Rain started shortly after the project got under way and for nine days the precipitation aver-



LEFT, TOP TO BOTTOM. 1. "Character" Volpe at his guard post. 2. Kahse and Leere with their "chicken farm", stocked through effective use of sling shots. 3. Officers' Mess and Bar. 4. Hoyt (back to camera), Chaplain Ball and Lami go to nearby lumber camp. CENTER, TOP, Lutz and Hicks, proprietors of the Savoy Samar, a tent area, housing and feeding transient flying personnel. RIGHT, TOP TO BOTTOM. 1. Mueller finds fully loaded and primed Jap anti-tank mine buried in front of chapel. This mine is presumed to have been there throughout chapel construction and also during the time this area was used as temporary theatre area. 2. The 93rd Camp's "downtown" area, with Ship's Service to left and Ship's Store to right. 3. Another view of Officers' Mess. 4. Exterior view of 93rd Chapel by the Sea.



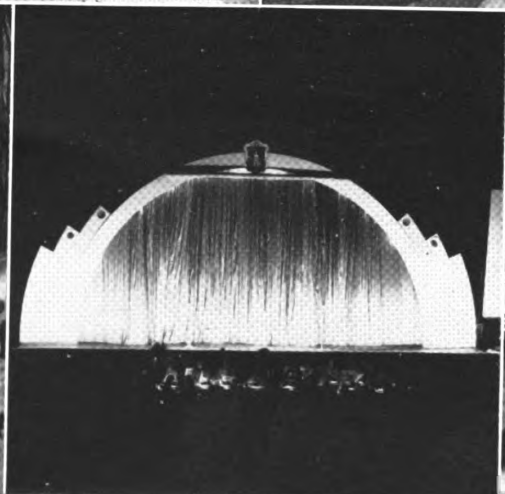


LEFT, TOP TO BOTTOM. 1. Admiral Combs, Assistant Chief of Bureau Yards and Docks, addresses Seabee Unit Commanders. 2. First USO show to play at Samar is "Hellzapoppin". 3. The 93rd hospital-Winn is entertained by Nancy Scott. 4. Warford, interested in pin-ups, poses Connie Collins. CENTER, BOTTOM. Admiral Cotter (at left) Director of Pacific Division Bureau Yards and Docks, converses with "Skipper" Lynn. RIGHT, TOP TO BOTTOM. 1. A hearty meal is enjoyed by all. 2. Girls in USO show cavort with the boys in the audience. 3. Rosalie Dee and Van Benschoten. Stanley in background. 4. McAllister gives Joanna Andrew a taste of brig life.





LEFT, TOP TO BOTTOM. 1. Dannielson, Pelfi and Mitzi Perry. 2. Goldstein of the 12th Regiment and Connie Collins. 3. The play goes on . . . holding the interest of the audience. 4. Muriel Hutchison, the leading lady, and the 7th Fleet Band. CENTER, BOTTOM. Opening night of the 93rd's new stage. RIGHT, TOP TO BOTTOM. 1. Hewitt, Nolan and Jocelyn Jones. 2. Cynthia Blair and Downs (Niemi in background). 3. The play holds the audience's attention. 4. USO touring unit stages "Personal Appearance".





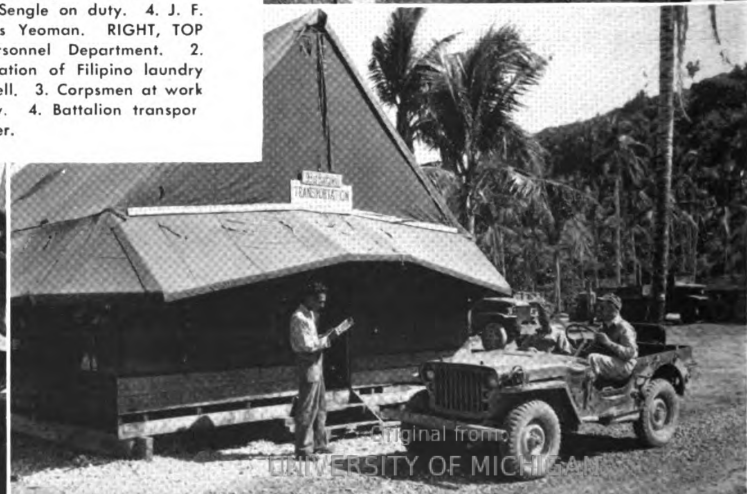
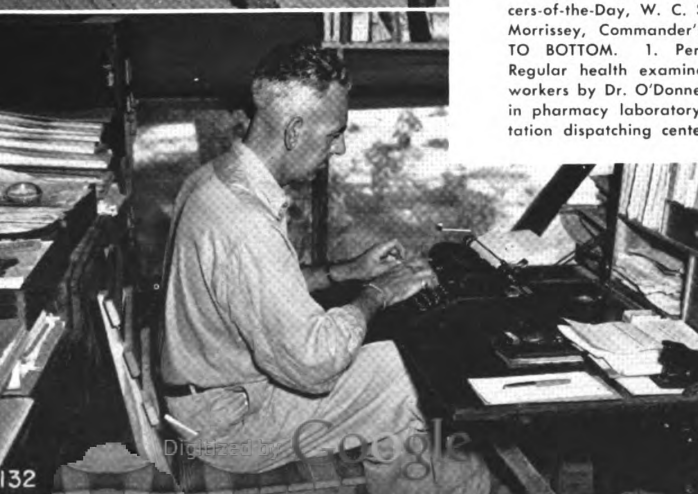
Looking homeward from within the 93rd's Chapel By-The-Sea



"Church is over!"



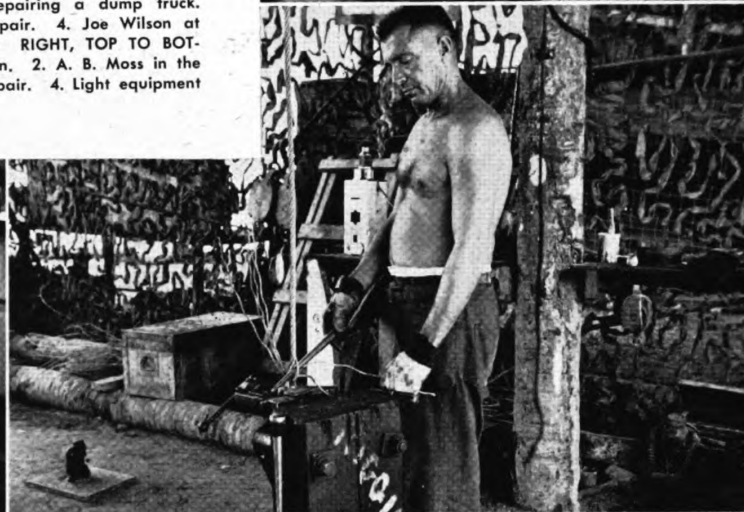
Front yard of the 93rd in the Philippines

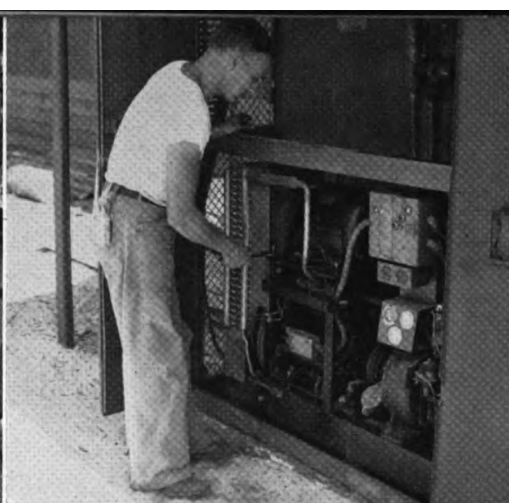


LEFT, TOP TO BOTTOM. 1. Disbursing Department. 2. Engineering-Drafting. 3. Junior Officers-of-the-Day, W. C. Sengle on duty. 4. J. F. Morrissey, Commander's Yeoman. RIGHT, TOP TO BOTTOM. 1. Personnel Department. 2. Regular health examination of Filipino laundry workers by Dr. O'Donnell. 3. Corpsermen at work in pharmacy laboratory. 4. Battalion transportation dispatching center.



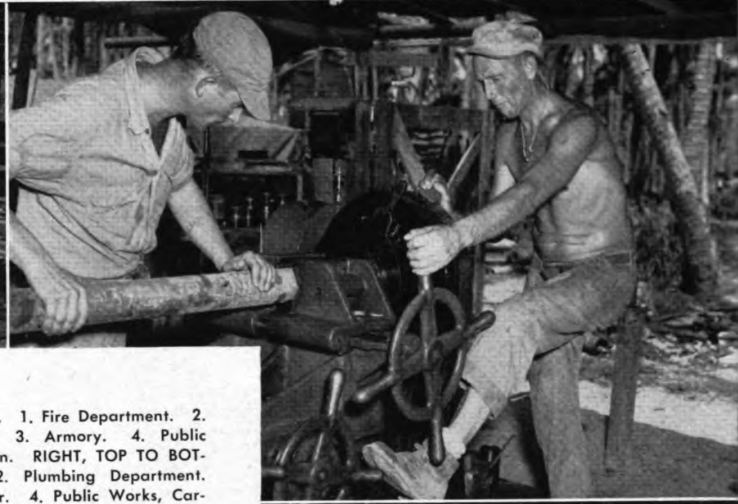
LEFT, TOP TO BOTTOM. 1. Grease rack. 2. Welding Department—repairing a dump truck. 3. Heavy equipment repair. 4. Joe Wilson at lathe in Machine Shop. RIGHT, TOP TO BOTTOM. 1. Service Station. 2. A. B. Moss in the rigging loft. 3. Tire repair. 4. Light equipment repair.



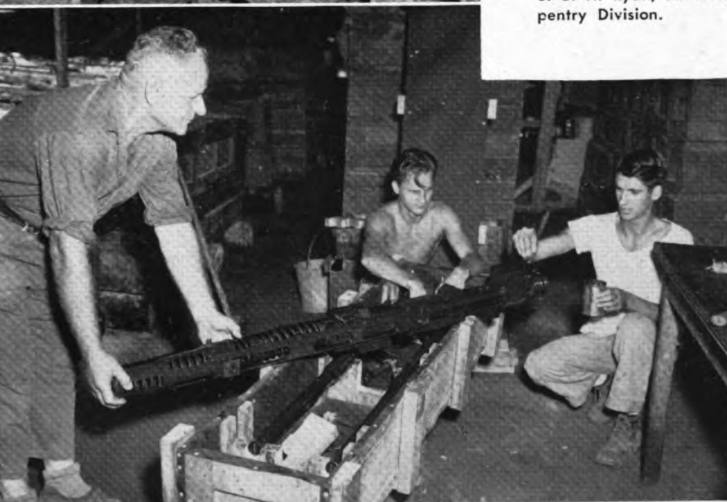


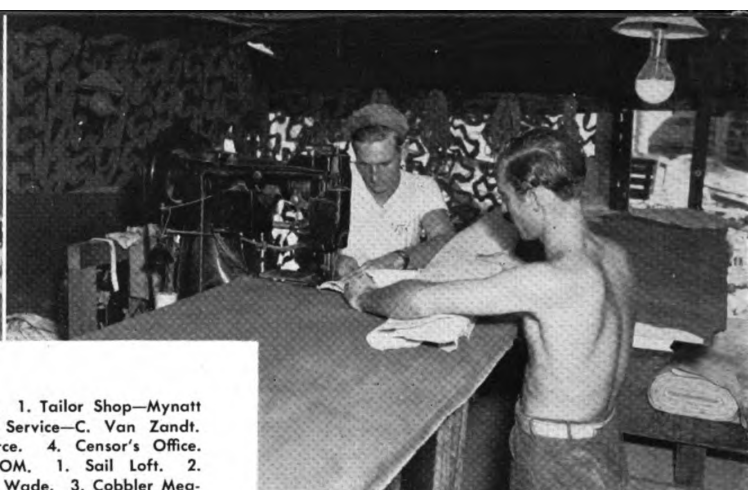
LEFT, TOP TO BOTTOM. 1. Company B Office. 2. Company C Office. 3. Equipment Maintenance and Repair Division. 4. Native Labor Office, F. A. Enrico, in charge. CENTER, TOP. Refrigeration Department—R. C. Beerhalter checking messhall refrigerator. RIGHT, TOP TO BOTTOM. 1. Company A Office. 2. Company Headquarters Office. 3. Office of Equipment Maintenance and Repair Division—C. E. Paup, Personnel Director. 4. Company D Office.





LEFT, TOP TO BOTTOM. 1. Fire Department. 2. Electrical Department. 3. Armory. 4. Public Works, Welding Division. RIGHT, TOP TO BOTTOM. 1. Laundry. 2. Plumbing Department. 3. B. H. Ryan, Armorer. 4. Public Works, Carpentry Division.

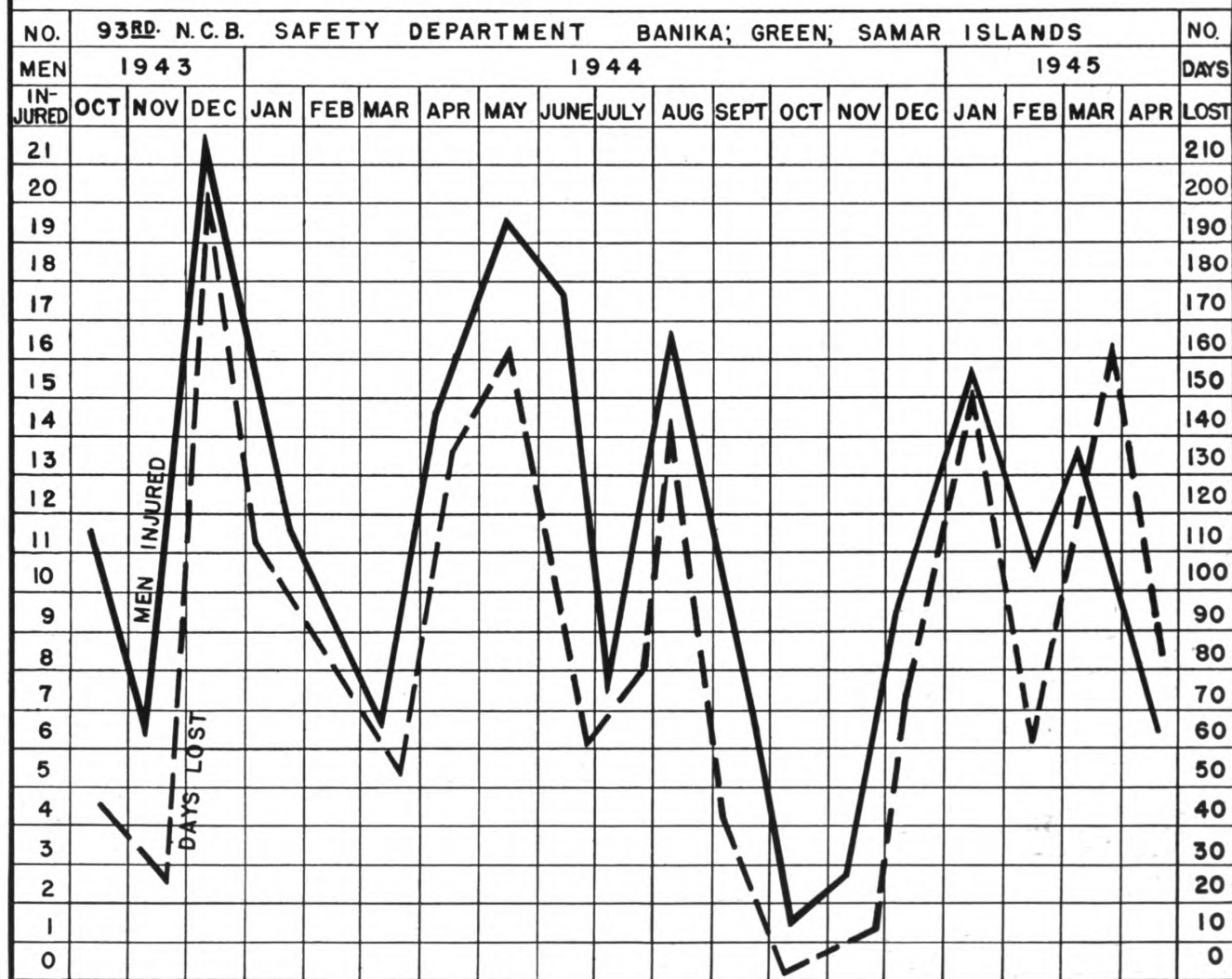




LEFT, TOP TO BOTTOM. 1. Tailor Shop—Mynatt and Dixon. 2. Ship's Service—C. Van Zandt. 3. Battalion Police Force. 4. Censor's Office. RIGHT, TOP TO BOTTOM. 1. Sail Loft. 2. Watch Repairing—M. A. Wade. 3. Cobbler Meadows and native assistant. 4. Barber Shop.



ACCIDENT REPORT '43 - '44 - '45



The 93rd had not been overseas very long before it came face to face with the realization that without efficient, able bodied manpower it could not adequately fill its various assignments satisfactorily. Battalion officials, going back to civilian days and methods, instituted practices comparable to those of any large scale civilian construction or manufacturing organization.

So it was that the 93rd's Safety Department came into being. One officer, one Chief Petty Officer and four rated men were combined, working together as a team. This group probed the many fields of construction, searching for and finding the many accident hazards that always accompany large scale operations. Nullification of these hazards was then accomplished through effective co-operation of department heads.

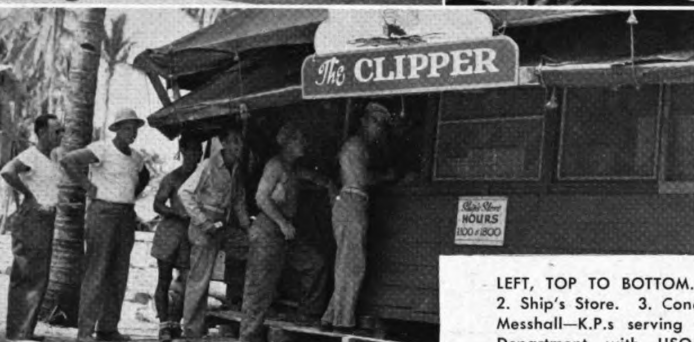
The duties of the Safety Department could not be held to an absolute minimum. The department could not stop with the mere probing of accidents already happened . . . it had to use foresight, with an exhaustive study that would disclose all potential accident hazards.

On one occasion, a center pin on a power shovel was found

to be worn thin. The machine was desperately needed at the time, so the Safety Department allowed it to continue operating but a man was placed on watch. A few hours later, when the pressure had relaxed, the machine was secured and the pin was replaced.

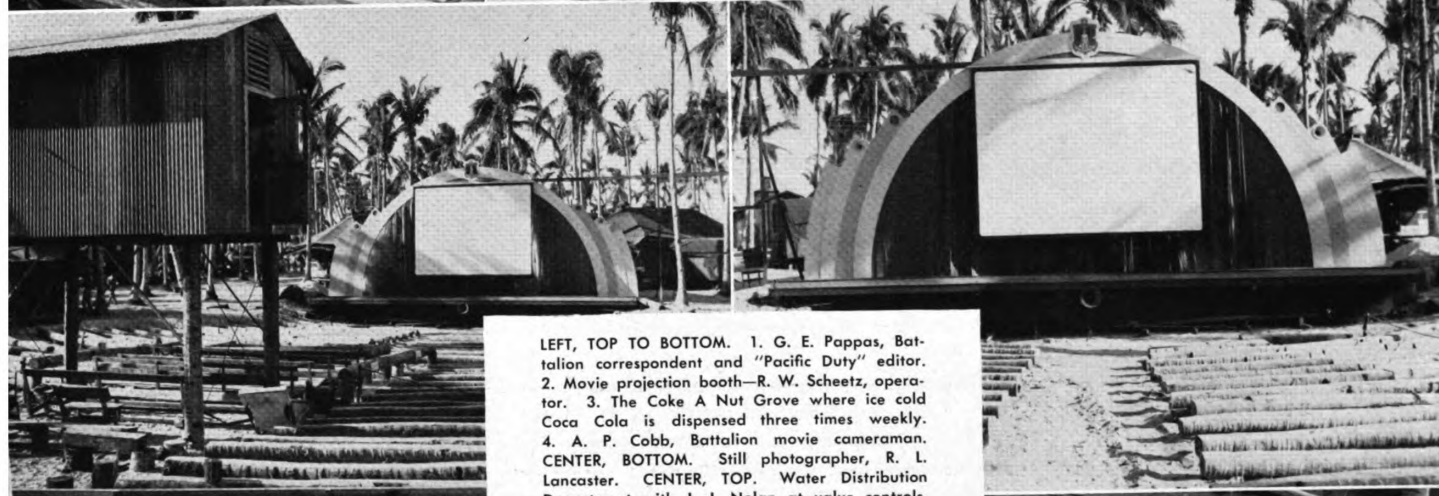
Studying the methods used in the repair of dump trucks, the Safety Department brought about the designing of a special tool which locks bodies in an upright position. The use of this tool allowed mechanics and welders freedom of movement and complete safety whenever they were working on hoist cylinders or otherwise making repairs on a raised truck bed.

War inevitably brings suffering and pain, much of which is considered expendable, but war also produces carelessness which results in needless casualties. The 93rd's Safety Department tried to counter with an accident prevention program and although accidents persisted, its efforts were proven time and time again. Available information on hand disclosed the fact that the 93rd was the first and only Seabee battalion in the Pacific which operated a safety department.

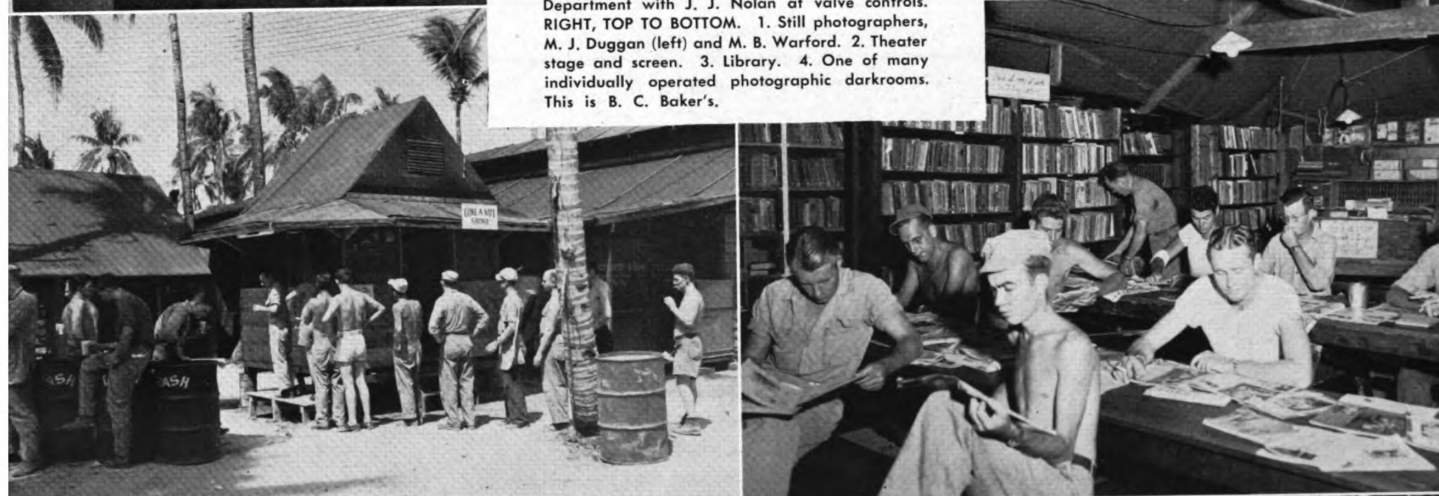


LEFT, TOP TO BOTTOM. 1. Postal Department. 2. Ship's Store. 3. Concrete paver. 4. General Messhall—K.P.s serving on line. 5. Recreation Department with USO entertainer—(l. to r.) Hughes, Hicks, Audrey Cotter and Lt. (jg) Warren. CENTER, TOP. Clothing issue. RIGHT, TOP TO BOTTOM. 1. R. N. Foore, Water Department, makes test for chlorine content in drinking water. 2. Interior of Chief Petty Officers' Messhall. 3. General Messhall and chowline. 4. General Store keepers. 5. Ships' Store—Guggliardo, proprietor.





LEFT, TOP TO BOTTOM. 1. G. E. Pappas, Battalion correspondent and "Pacific Duty" editor. 2. Movie projection booth—R. W. Scheetz, operator. 3. The Coke A Nut Grove where ice cold Coca Cola is dispensed three times weekly. 4. A. P. Cobb, Battalion movie cameraman. CENTER, BOTTOM. Still photographer, R. L. Lancaster. CENTER, TOP. Water Distribution Department with J. J. Nolan at valve controls. RIGHT, TOP TO BOTTOM. 1. Still photographers, M. J. Duggan (left) and M. B. Warford. 2. Theater stage and screen. 3. Library. 4. One of many individually operated photographic darkrooms. This is B. C. Baker's.



THE BOYS OF THE NINETY-THIRD

The Seabees of the Ninety-Third
On an island covered with palms,
Were doing their stuff, building a base
On a God-forsaken coral strand.
Roads had to be made
In order to reach the site;
Heavy equipment snorted and pawed,
From dawn 'til late at night.
From the guy who herded the 'dozers,
To the cat with the Seabee atop,
Boys handling our equipment
Were picked from the cream of the crop.
They worked and built with the best
Then taught them a thing or two;
In a pinch they showed their colors,
You just couldn't beat that crew.
And play? Boy, how they loved it,
Craps, poker, they were always on the ball;
When it came to entertaining ladies,
They held their own among all.
They would bitch and gripe with gusto
At whatever they did not like;
But they enjoyed the pleasure in full measure,
At times of liberty, day or night.
They were always ready for what would come,
Be it work or play or a fight;
Whatever fate chose to offer,
They'd tackle with all their might.
With two rough years behind them,
Of life on the borders of Hell,
Steaming, stinking, rotten jungle,
Steeping their souls with its smell.
Rain, mud and hot weather,
The kind you read of in books;
Insects, reptiles and "C" rations,
Rations not improved by cooks.
Banika, Green, the Philippines,
Unimportant, except on a map;
Not worth the price of a beachhead;
They're willing . . . give them back to the Jap.
When this mess is finally over,
And Golden Gate heaves into view,
What a thrill to all these rovers,
Home, friends and a life that is new.
When the final chapter is written,
And Saint Peter views the herd,
He'll order "Clear decks for action,
Here comes the Ninety-Third."

S. L. WRIGHT

THE NINETY-THIRD

Once more the challenge comes to all free men
To muster all their courage and their might;
To work and arm and fight for peace again
And give to all oppressed ones the right
Once more to be self-ruled, secure and free
To fulfill man's God-given destiny.
For He has willed that no men shall be slaves,
But put into His book the rule that they
Fear not the cruel and iron hand of knaves
Nor learn the evil meaning of their lay
That Right and Justice, trampled in the sod
Prove God rules not His children nor this clod.
We've taken up the armor and the sword,
But some must work, not fight, for victory:
To conquer the engulfing, vicious hoard,
It is their part to build across the sea
The stepping-stones of landing strips, supply
That sweep the enemy from land and sea and sky.
We are called the Seabees, building strip and quay;
Building ocean highways for the guns and tanks;
Bringing all the tools of war forward to the fray;
Hewing out the course for the marching, vengeful ranks,
Afoot, afloat, awing—ten million strong they go
To blast the evil citadels—Berlin and Tokyo.
The Seabees they have called us, our monument will be
The living proof of "Can Do—Will Do—Done"—our
creed:
The endless chain of bases we've forged across the sea
With a hammer for a lance and a dump-truck for a
steed.
At times we work in face of bursting bombs and shell
And dig into the job amid a burning Hell.
We ask not medals, bars or national acclaim:
Award will come to us when the Victory is won,
Not in eulogies inscribed upon the book of fame
But in the order of the day—the simple words, "Well
done."
And when the role is called, of those who did their
share,
Be it entered in the record that the Ninety-third was
there.

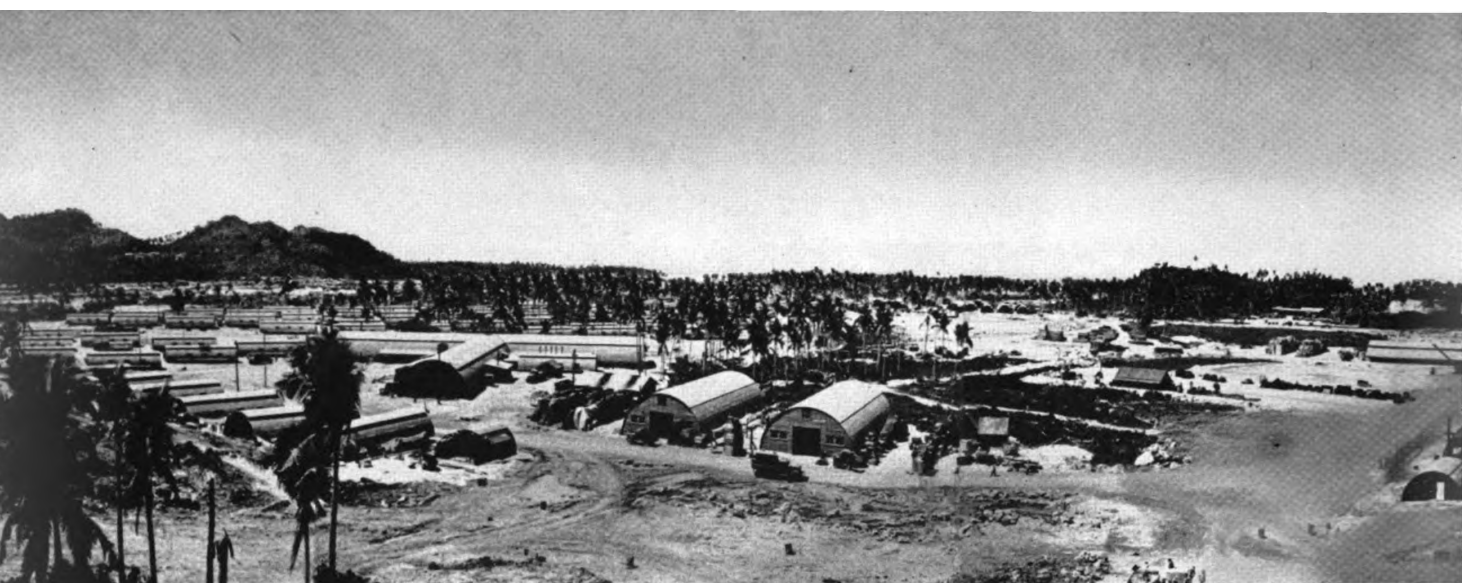
C. VAN ZANDT



Filipino woman shelling crabs while her children stand by.
A common sight on the beaches of Samar



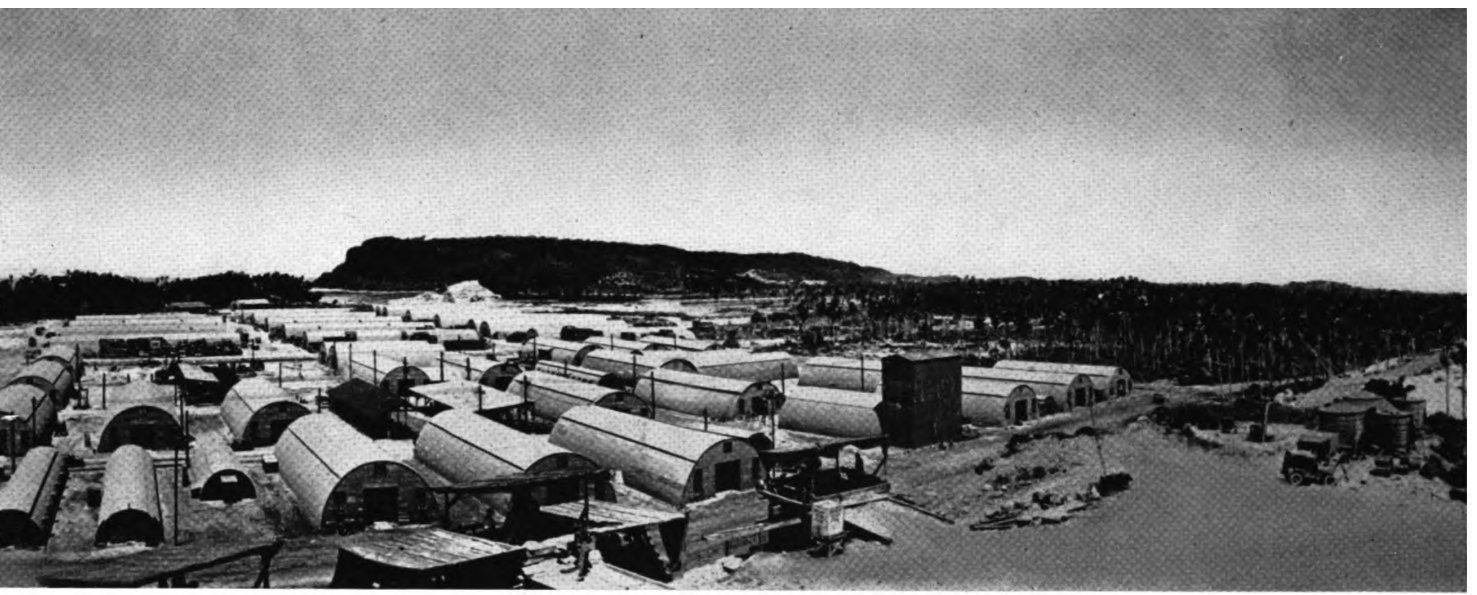
Beach scene at 93rd camp in the Philippines



Ground panorama (above)—the 93rd Battalion's

Aerial view, before start of construction

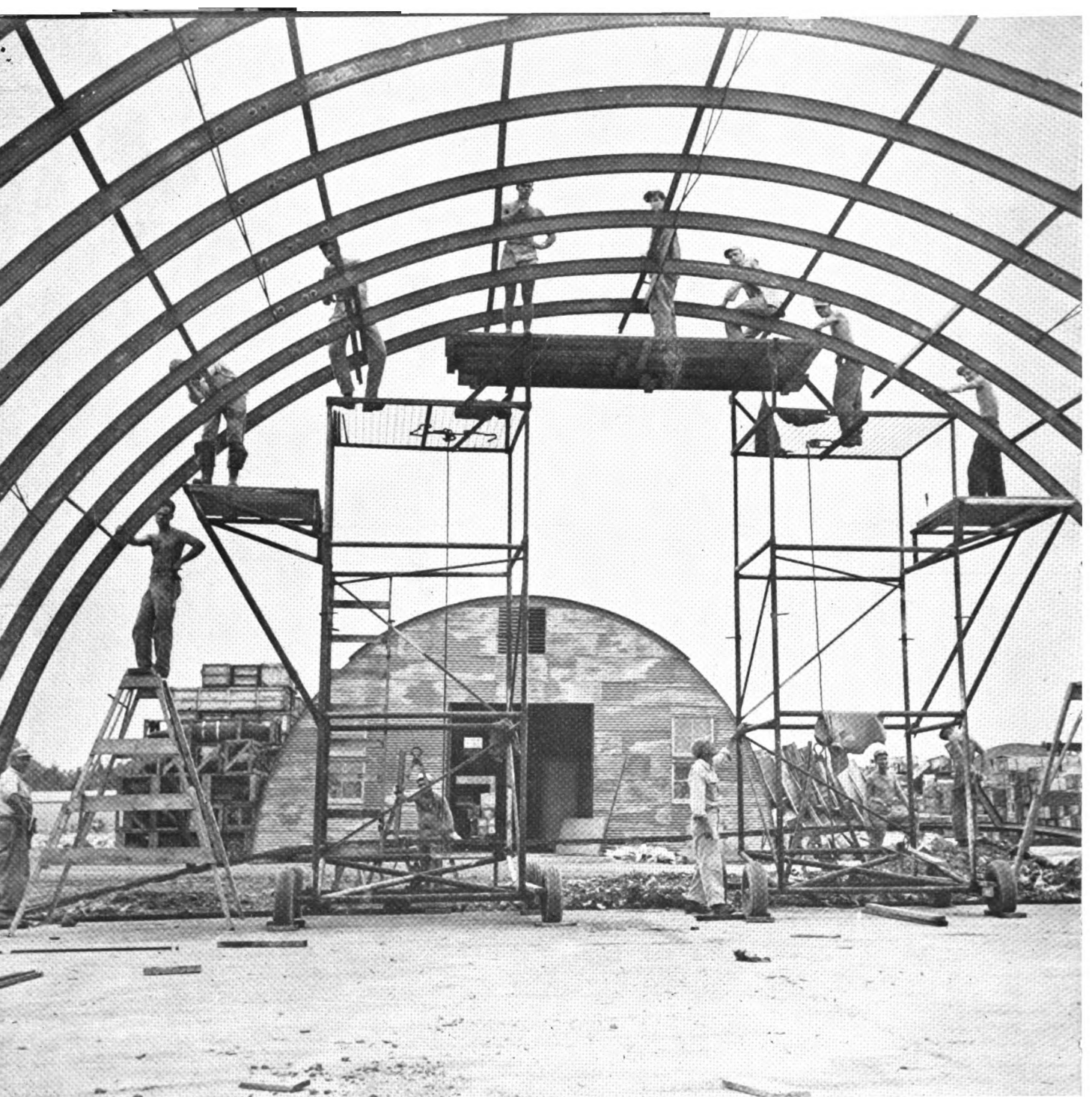




last major assignment in the Philippines

Aerial view, at time of going to press





The 93rd's method of Quonset Hut Erection

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- FOSTER, William R.**
1842 West Kaufman Street,
Paris, Texas
- FRAME, Leon A.**
509 Scheck Street,
Akron, Ohio
- FREUND, Frank**
863 Melrose Avenue,
New York City, New York
- FRY, Harold M.**
316 Garden Street,
Three Rivers, Michigan
- GALLAGHER, Hugh P., Jr.**
242 Clerk Street,
Jersey City, New Jersey
- GARDNER, Harvey D.**
554 East Olney Avenue,
Bend, Oregon
- GARREAN, Alfred**
818 North 6th Street,
Nebraska City, Nebraska
- GASPARI, James**
3111 Twelfth Street,
Astoria, L. I., New York
- GATES, George W.**
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- GAUGER, Harold F.**
Twin Lakes, Wisconsin
- GEISENHEIMER, T. J.**
P. O. 371,
Central Valley, New York
- GEORGE, Jesse L.**
Box 432,
Warsaw, North Carolina
- GEORGE, John**
1932 Great Highway,
San Francisco, 16, California
- GEORGE, William**
Route 1,
Flintville, Tennessee
- GEORGE, W. D.**
Route 5, Lubbock, Texas
- GEPFERT, Joseph S.**
4428 South Fon Dulac Avenue,
Milwaukee, Wisconsin
- GERHART, Roydan P.**
501 North Davis,
New Orleans, Louisiana
- GERMAK, John J.**
86 Plymouth Street, Edwards-
ville, c/o Kingston P. O., Pa.
- GERWIG, William T.**
Randle, Washington
- GIBSON, Earnest K.**
Smithsboro, Kentucky
- GILBERT, Floyd L.**
1116 Madison Avenue,
Memphis, Tennessee
- GILES, Samuel G.**
c/o Myers Grocery Store,
Bay St. Louis, Mississippi
- GILLEY, Carl E.**
Williston, Florida
- GISMONDI, Frank J.**
8022 51st Avenue,
Elmhurst, New York
- GIVENS, Jack E.**
Amboy, Indiana
- GLANN, Gabriel M.**
18 Stockton Street,
Bloomfield, New Jersey
- GLASS, Dan B.**
825 Dogwood Street,
Monticello, Florida
- GODFREY, Herbert H.**
Pansey, Alabama
- GODFREY, John S.**
Northport, Washington
- GONZALEZ, Ralph M.**
1915 Armenia Avenue,
Tampa, 7, Florida
- GRAHAM, Harvey L.**
1224 Cleveland,
Kansas City, Kansas
- GRAHAM, James B.**
126 East 18th Street,
Jacksonville, Florida
- GRANATIR, George P.**
Route 1,
Steubenville, Ohio
- GRANT, Boyd H.**
Route 8,
Gainesville, Georgia
- GRAVO, Nicholas**
2100 17th Street, N. E.,
Canton, 5, Ohio
- GREEN, C. W.**
Booneville, Mississippi
- GREEN, Stuart**
4573 Belita Lane
La Canada, Calif.
- GRGURICH, Mathew S.**
12 East Randolph Street,
Chicago, Illinois
- GRIER, Thomas A.**
49 Eye Street, N. W.,
Washington, D. C.
- GRISOLANO, Silvio**
400 Wilson Street,
Collinsville, Illinois
- GRISWOLD, Wm. L.**
1210 1/2 Maple Avenue,
La Porte, Indiana
- GUAGLIARDO, George P.**
1927 Golden Avenue,
Bronx, New York
- GULLEDGE, Ocie**
Robertsdale, Alabama
- HAAGENSEN, Robert E.**
2414 Neals Lane,
Vancouver, Washington
- HAASE, Willard A.**
312 South Webber Street,
Colorado Springs, Colorado
- HABICH, Raymond E.**
2309 Collins Street,
Blue Island, Illinois
- HACKMAN, Howard V.**
2926 Norwood,
Columbus, Ohio
- HAGAR, Guy E.**
Argyle, Wisconsin
- HAINES, Charles L.**
Woodward, Pennsylvania
- HALDEMAN, Charles W.**
2531 North Jessup Street,
Philadelphia, Pennsylvania
- HALE, John M.**
1645 Virginia Street,
Berkeley, California
- HALE, Thomas E., Jr.**
1917 P Street, S. E.,
Washington, D. C.
- HALL, William E.**
1215 30th Avenue,
Long View, Washington
- HAMBERGER, Elmer C.**
Plattessville, Colorado
- HAMBERLIN, Hugh C.**
1122 32nd Street,
Alexandria, Louisiana
- HAMMOND, Tom J.**
1019 Wingert,
Bucyrus, Ohio
- HANMER, Truman R.**
5822 South Artesian Avenue,
Chicago, 29, Illinois
- HANSEN, Robert W.**
3209 Grayson Avenue,
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49 Foster Street,
Newton, New Jersey
- HARDING, James P.**
29-15 36th Avenue,
Astoria, L. I., New York
- HARKINS, James B., Jr.**
2314 20th Place,
Birmingham, Alabama
- HARMS, George R.**
4330 Clark Avenue,
Hammond, Indiana
- HARNEY, R. S.**
244 Parrish Avenue,
Paris, Kentucky
- HARPER, Ezra O., Jr.**
4422 Roseland Street,
Dallas, Texas
- HARPER, H. E.**
Star Route 2,
De Ridder, Louisiana
- HARRISON, Virgil M.**
618 North 65th Street,
Seattle, Washington
- HART, C. M.**
608 1/2 Delaware Street,
Bartlesville, Oklahoma
- HARTGER, George J.**
725 East Fulton Street,
Grand Rapids, Michigan
- HARVEY, Kesler L.**
1010 1/2 Magnolia Street,
Gaffney, South Carolina
- HARVEY, Lewis C.**
Cassville, West Virginia
- HARVILLE, Vincent W.**
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- HENDERSON, Martie J.**
1208 West 112th Street,
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Collinsville, Oklahoma
- HERRON, Lester K.**
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- HEWITT, Carol B.**
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- HEWITT, Walter B.**
12251 East 25th Avenue,
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- HICKS, Purdy L.**
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Poughkeepsie, New York
- HICKS, Robert L.**
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Kershaw, South Carolina
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- JACKSON, Joseph A.**
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4307 San Jacinto Street,
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2040 Phillips,
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352 Filmore Street,
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463 Howard Avenue,
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- KAUCHER, Ralph E.**
307 North Beatty Street,
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- KAVANAUGH, Matthew M.**
12041 North Lawn,
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- KEARNS, Richard E.**
304 West 11th Street North,
Newton, Iowa
- KELLAND, Howard E.**
Langdon, North Dakota
- KELLERMAN, Francis G.**
220 East 19th Street,
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- KENNEDY, Merl S.**
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1116 North Parkway,
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- KENNEDY, Osro W.**
609 E. Sears,
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- KENNEDY, Walter**
307 West 21st Street,
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- KENNY, John J.**
6222 Greer Avenue,
St. Louis, Missouri
- KENT, Charles W.**
511 North Norton Street,
Norton, Kansas
- KERMOADE, Charles H.**
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Canton, Ohio
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2245 La Salle Avenue,
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6763 Ashton Avenue,
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- KILLEBREW, Wilburn S.**
4126 Cambridge,
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- KIMLIN, Forrest D.**
301 Benton Blvd.,
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- KING, Alvah B.**
Stacy, Minnesota
- KING, Arthur B., Jr.**
117 Lindsey Avenue,
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250 North Wilson,
Pasadena, California
- KIRKPATRICK, R. F., Jr.**
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63½ 17th Street, N. W.,
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- KLINGER, Rudolph A.**
4106 North Odell Avenue,
Chicago, Illinois
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- KLOTZ, William H.**
1754 Field Avenue,
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- KNICKERBOCKER, V. H.**
2909 Marsh Street,
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8239 Jefferson Drive, Vinita
Park, Overland, Missouri
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616 Kemper Place,
Chicago, Illinois
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8230 South Hermitage Avenue,
Chicago, 20, Illinois
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1127 East Falls Street,
Niagara Falls, New York
- KOHL, Lycurgus A.**
6634 Olive Street,
Kansas City, Missouri
- KOLKAY, William C.**
426 South 10th Street,
De Kalb, Illinois
- KONTTURI, Arne J.**
1457 West Eighth Street,
Ashtabula, Ohio
- KOWALSKY, John J.**
51 Gorey Brook Road,
North Tarrytown, New York
- KOZEMCHAK, Ignatz**
R. D. 3, Dallas, Pennsylvania
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Rt. 2, Waynesville, Missouri
- KRAUSS, Adam P.**
40 Green Street,
Sellersville, Pennsylvania
- KREBS, Erwin V.**
24 Smith Avenue,
Mt. Kisco, New York
- KREINBRING, William**
6809 Wilcox,
Bell, California
- KRIESE, Ralph E.**
c/o C. M. Lamb, Thayer, Iowa
- KROEGER, George C.**
315 South Broad Street,
Mankato, Minnesota
- KUEHNLE, George W.**
3417 Langing Street,
Philadelphia, 36, Pennsylvania
- KUHNLE, Robert W.**
304 Dunlap Avenue,
Menominee, Michigan
- LA BELLE, James C.**
410 Wisconsin Avenue,
Oak Park, Illinois
- LAMBOS, Arthur J.**
30 Dix Street,
Worcester, Massachusetts
- LAMI, Dirk L.**
4647 Labadie,
St. Louis, Missouri
- LAMMIE, William, Jr.**
6112 317th Street,
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1121 16th Street, S. W.,
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3662 East Morris Avenue,
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- LARKIN, Thomas E.**
541 1st Street,
Baraboo, Wisconsin
- LARKINS, Charles B.**
32 North State Street,
Chicago, Illinois
- LARSEN, Donald S.**
17242 Runyan Avenue,
Detroit, Michigan
- LARSON, Curtis D.**
1846 "J" Street,
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13 Main Street,
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465 Deming Place,
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- LEE, Clarence M.**
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929 Highland Avenue,
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- LEERE, Jacob
434 Parsells Avenue,
Rochester, 9, New York
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2913 5th Avenue,
East Hibbing, Minnesota
- LEHMANN, Carl C.
4336 North St. Louis Avenue,
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349 Derricks,
Jackson, Mississippi
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1716 Morningside Avenue,
Pittsburgh, Pennsylvania
- LILLIE, Gerald P.
905 5th Avenue,
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- LINDBERG, Samuel E.
912 4th Avenue, N. E.,
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2999 California Street, Apt. 34,
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956 Reynolds Street,
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- LIPPERT, E. G.
166 West Main,
Alleghany, New York
- LIZAUCKAS, Anthony L.
102 Simmons Street,
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New Turnpike
Troy, New York
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1807 West Elm,
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212 Michigan Avenue,
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117 4th Street,
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133-05 121st Street, South
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5839 Holcomb Avenue,
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26 Taylor Street,
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- MacPHERSON, Murdoch T.
66-02 Maurice Avenue,
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- MADSEN, Svend E.
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1702 School Street,
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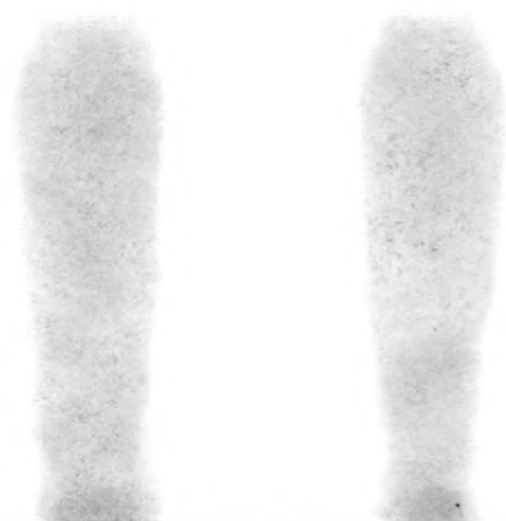




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